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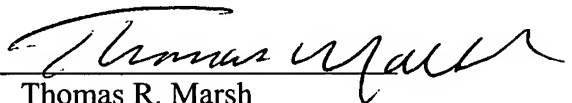
REMARKS

In the Office Action, the Examiner issued a restriction requirement in relation to Claims 1-17 drawn to a process and Claims 18-30 drawn to an apparatus. For the record, Applicant has canceled Claims 18-30. Of note, however, Applicant respectfully points out that independent Claim 18 does not require "a U-shaped and linear motion pattern" as stated in the Office Action.

Although it is believed that no fees are due for filing this Response to Restriction Requirement, please charge any required fees to Deposit Account No. 50-1419.

Respectfully submitted,

MARSH FISCHMANN & BREYFOGLE LLP

By: 

Thomas R. Marsh
Registration No. 31,039
3151 South Vaughn Way, Suite 411
Aurora, Colorado 80014
(303) 338-0997

Date: 9/19/09



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BOMBARDIER
RECREATIONAL PRODUCTS



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Evinrude outboards
are **Leaner, Meaner and Cleaner.**

EVINRUDE

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250/225/200

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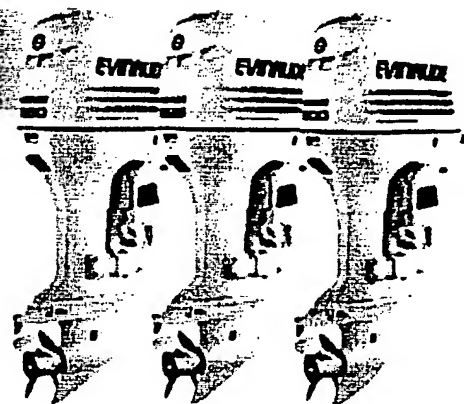
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**WHETHER YOU'RE CHASING KINGFISH,
CRAPPIE OR CRIMINALS, THERE'S NO SUCH
THING AS EXCESSIVE FORCE.**

Running in saltwater is demanding. But our 200, 225 and 250-hp engines are more than up to the challenge. These powerful, big block V-6s offer 3.3 liters of displacement to effortlessly overcome whatever the sea throws at you.

Out here, the unmatched performance of Ficht® Ram injection really becomes clear. Our V-6s deliver the powerful thrust to get you on plane fast in most any condition. And Ficht's 35% better fuel economy translates to a longer cruising range to get out where the big fish swim.

Nothing in the water can touch these outboards. And with the outstanding corrosion resistance on every Evinrude V-4 and V-6 engine, we intend to keep it that way. Deep Guard™ surface protection, Electro Deposition Paint and stainless steel parts are just a few of these protective features. Plus, with a freshwater flushing port that works without running the engine, cleaning won't require any excessive force.



225 and 200 also available in blue.

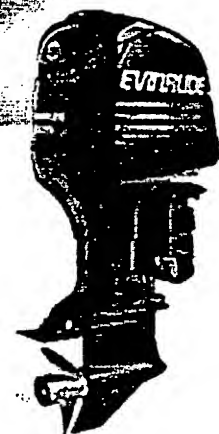
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ANY QUESTIONS ABOUT DIRECT INJECTION SUPERIORITY ARE QUICKLY ANSWERED ON THE PRO CIRCUIT.

Our 225 High Output model is tearing up the tournament circuits. These 3.3-liter V-6s¹ incredible fuel economy and lighting-fast acceleration get Team Evinrude pros like Larry Nixon to the trophy fish first. The new Lightning gearcase and special engine tuning for the 225-hp High-Output model gives them even more torque and power for spectacular hole shots.


Reliability in all our engines is our strong suit, too. Our tough Uni-Forge™ crankshaft and Super S.L.O.W. warning system help ensure superior durability. And our SystemCheck[®] warning system helps prevent engine damage with audio and visual warnings.




- Key Features
- Motor Specs
- Performance Reports
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**A Three Year Warranty that
Actually Lasts 3 Years.**
Imagine that.







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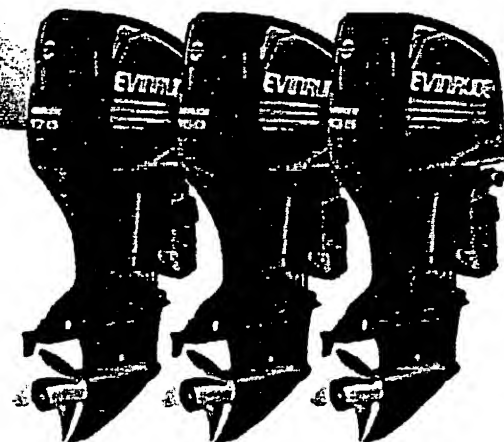
175/150/135

PUTTING IT ALL BEHIND FOR THE DAY NOW INCLUDES EVERY OTHER BOAT ON THE LAKE.

These Evinrude V-6s dominate heir class in speed and power a comforting piece of insurance in big walleye or bass water. Added performance comes from PowerPath™ induction, which improves fuel economy and acceleration. Plus, no outboard offers a greater range of trim adjustments than our engines with FasTrack power trim.

Like all Evinrude outboards, they run smoothly with reduced emissions and virtually no smoke, even at trolling speeds. And with Ficht® Ram Injection's better fuel economy, you'll end up spending more time fishing and less time fueling.


These clean-running engines also offer maximum convenience and reliability with electric start, our Super S.L.O.W.™ warning system and Targeted Oil-Injection, which provides optimal engine lubrication. And the Top Charge™ alternator provides plenty of power for all your onboard electronics. Because getting away from it all shouldn't mean going without your livewell aerator.




Also available in white.

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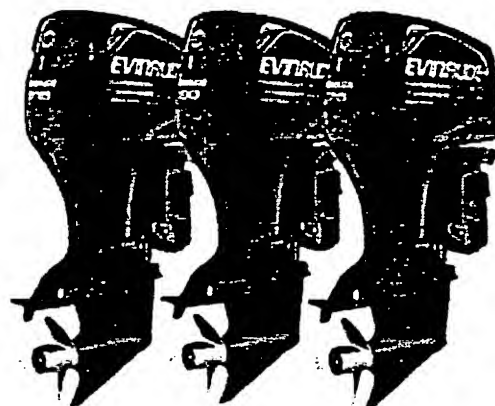
115/90/75

NOW EQUIPPED WITH DIRECT ADRENALINE INJECTION.

Our 115, 90 and 75-hp V-4s with Ficht® Ram Injection satisfy your need for speed on the weekend like none other. Light and durable, they use up to 25% less fuel than EFI and carbureted two-strokes, thanks to Ficht and its superior combustion chamber design. They also use 50% less oil. All while reducing emissions by as much as 80%.

All quiet Evinrude midrange outboards offer the type of low-end torque and top-end speed that are perfect for water-skiing and wakeboarding. (The extra pulling power doesn't hurt when you're fishing with a boatload of gear, either.)

Extremely durable construction guarantees your weekend is safe with an Evinrude V-4. They're also loaded with convenience features like FasTrack™ power trim, SystemCheck and Super S.L.O.W. warning systems, Top Charge™ alternator and a vapor separator that ensures simple turn-key starts every time. All of which make it easy to get your weekly fix of adrenaline.



115 also available in white.

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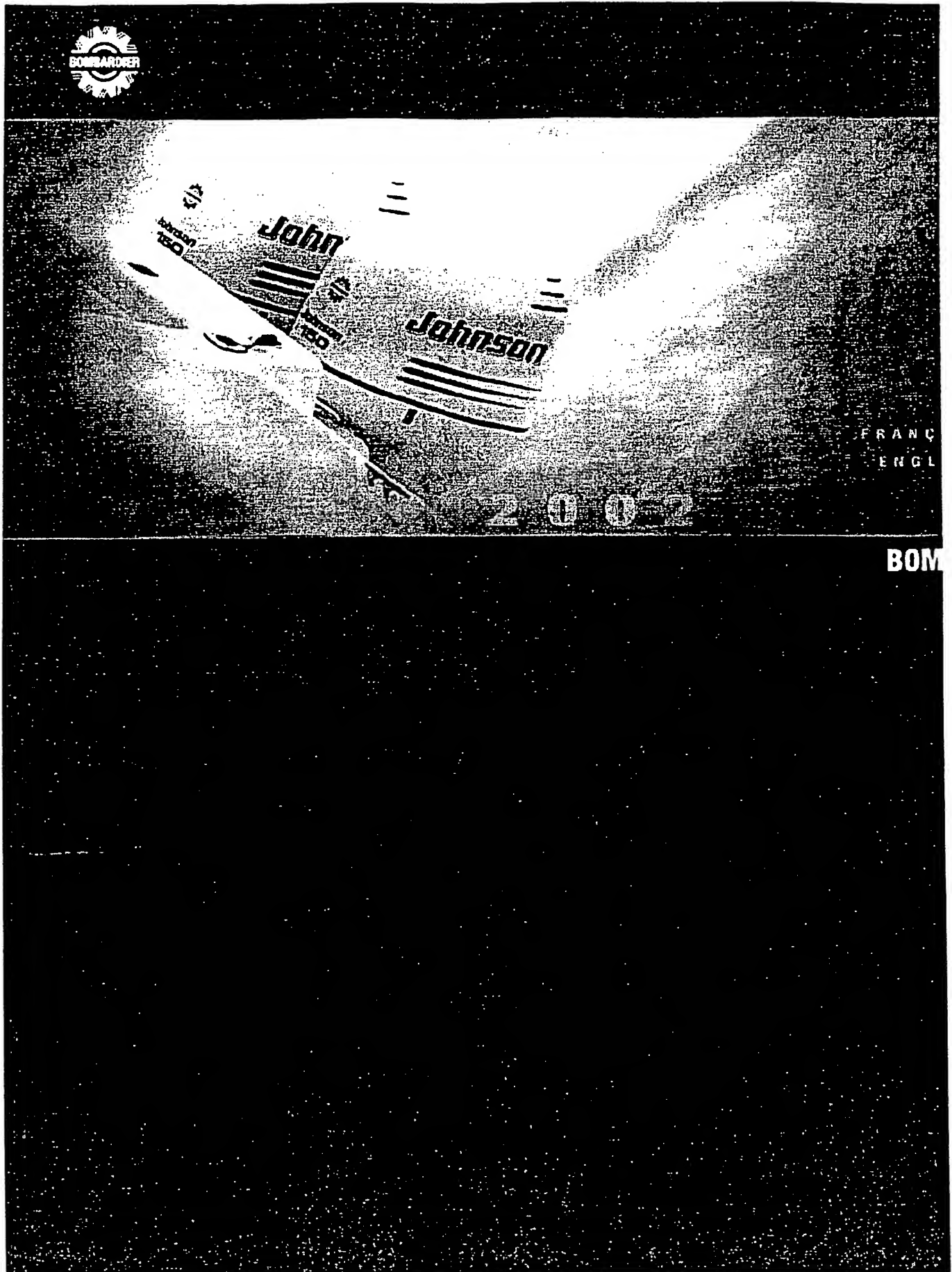
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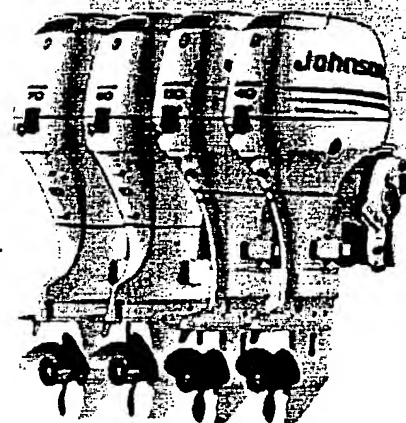
FOUR-STROKES OF ABSOLUTE GENIUS.

It's not just a new line of engines. It's a whole new standard of performance. The 2002 Johnson four-strokes are that good. They're quieter. They're smoother. They're faster. They even meet the toughest federal and state emissions standards through the year 2006. And like all Johnson outboards, they just don't know the meaning of the word quit.

They just run and run, delivering the kind of never-say-die performance people have expected from Johnson since back in 1921. On all kinds of waters, from wilderness to lakes to oceans around the world. Plus, with Bombardier behind them, they've got to live up to some of the toughest, most demanding quality standards in any industry. Whether you fish, hunt, ski, or just chase the sun, we've got a four-stroke that really delivers. You've got our word on it. Johnson.

The 60s and 70s. Technology makes these motors the envy of the industry. Advanced multi-port sequential fuel injection delivers instant throttle response and low, low fuel consumption. A solid state ignition delivers sure-fire starts and smooth idling. Acceleration and top-end speed are superior thanks to a pulse-tuned manifold and a dual cooling system keep you running at the optimum temperature.

The 40s and 50s. Dual overhead cams supply extra power, and multi-port fuel injection supplies smooth, instant throttle response.. And running is super-quiet, due to insulated cowlings and long-track intake manifolds.



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THERE'S NOTHING SMALL ABOUT THEIR PERFORMANCE.

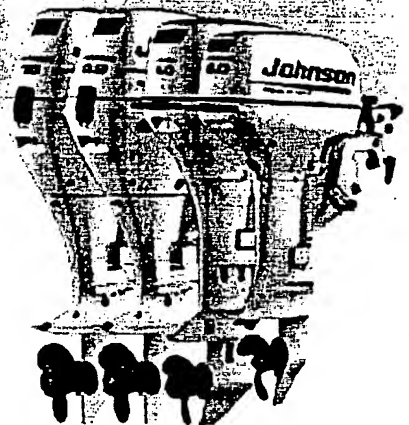
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They just run and run, delivering the kind of never-say-die performance people have expected from Johnson since back in 1921. On all kinds of waters, from wilderness to lakes to oceans around the world. Plus, with Bombardier behind them, they've got to live up to some of the toughest, most demanding quality standards in any industry. Whether you fish, hunt, ski, or just chase the sun, we've got a four-stroke that really delivers. You've got our word on it. Johnson.

The 9.9 and 15s. You'll love their super-quick starts, instant throttle response and outstanding fuel economy. Plus, there are a ton of convenience features, such as indicator lights, a tiller-mounted shift lever and an electric start option.

The 6s and 8s. Just grab 'em and go, thanks to their light weight and fold-away carrying handle. Running in shallow water? Manual trim and tilt is standard. Save your arm with our top-mount starter, and reliability is ensured by automatic pressure/temperature regulated cooling.

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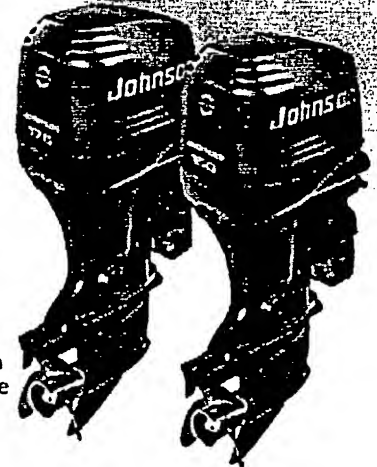
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OVER 80 YEARS OF SEASONING, WITH PLENTY OF SALT

The sea has been known to put up quite a fight. But then again, so have we. These 175- and 150-hp outboards are perfect examples. They offer a ton of performance and corrosion protection to show the sea who's in charge.

All Bombardier V-6 and V-4 engines keep corrosion at bay with sacrificial anodes and more stainless steel than other brands. Corrosion doesn't stand a chance against our Deep Guard™ surface protection, either. We even split the seam between the gearcase and exhaust housing to eliminate the abrasion that can create opportunities for corrosion.

No one understands the rigors of boating - in both fresh and saltwater - better than us. That's why these V-6s pack a powerful punch. PowerPath™ induction offers quick acceleration to fly through the blue water. The Systemcheck® warning system gives audio and visual warnings to prevent engine damage. All of which make our engines the most seasoned pros in the ocean.



Also available in white.

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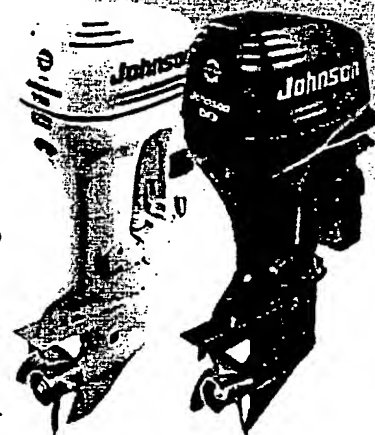
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**JOHNSON AND FISHING. THE WORDS ARE
PRETTY MUCH SYNONYMOUS.**

Our powerful Johnson V-4s are guaranteed to get your fishing weekend off to a quick start. With your heart pounding and adrenaline racing, you'll get to your favorite spots faster. And most importantly, ahead of anyone else.

Like all Johnson outboards, these proven performers start fast and sure with our OIS 2000™ optical ignition. They get out of the hole even faster with lightning-quick acceleration provided by our unique PowerPath™ induction system. And no outboard offers a greater range of trim adjustments than our engines with FasTrak™ power trim.

Loads of durability features come along for the ride. Including our Uni-Forge™ crankshaft and pattern matched gears, just to name a few. And both the 115- and 90-hp V-4s feature an automatic pressure/temperature-regulated cooling system for greater dependability, proving that Johnson is also synonymous with reliability.



115 also available in graphite

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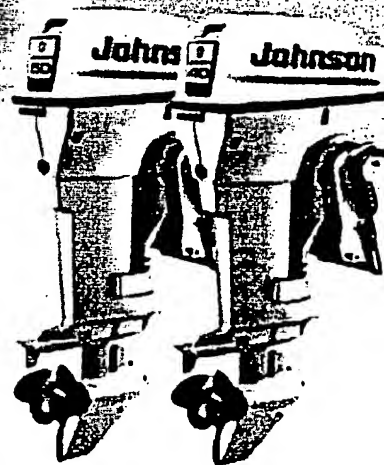
50/40

NOTHING GETS A PARTY STARTED LIKE A JOHNSON MIDRANGE

You can't beat our 40- or 50-horsepower outboards for cruising with a boatload of friends. That's because they offer the best power-to-weight ratio on the market, along with the best value. These tough, two-cylinder outboards deliver improved performance, providing significantly more power for better acceleration under load.

These engines also offer many features found on larger Johnson models. Durable Uni-Forge™ crankshaft. Systemcheck warning system with Speed Limit Overheat Warning™. And MagFlash™ CD ignition for improved starts and reliability. Plus, our mid-range engines have tuned exhaust systems that maximize performance at all rpm.

For hassle-free fishing and recreational activities, the gearcase water intakes are designed to resist plugging and to be easy to clean. If only the party clean-up were this easy.



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30/25

EASY TO START BUT HARD TO WALK AWAY FROM. KIND OF LIKE FISHING.

This line of compacts is a fishing favorite, and it's no wonder. They offer features like muffled, above-water idle relief exhaust outlets and a special motor cover that absorbs sound from the engine and directs it away from the boat. Perfect for a relaxing day of fishing like you and dad used to share.

But it takes more than quiet running to lure a fisherman. It takes dependability. That's why they come equipped with DeepGuard corrosion protection and Systemcheck with Speed Limit Overheat Warning system. You also get all the power you want without exceeding your boat's horsepower rating.

No matter which starting method you choose for these Johnson outboards - electric or rope - your starts will be fast and simple. Features like fuel injection starting, MagFlash™ CD ignition and top-mount starting guarantee it.

And Johnson compacts are lighter than competitive four-strokes. In fact, our 30-hp Johnson is 86 pounds lighter than a 30-hp four-stroke from Mercury. Making it even more difficult to walk away from these engines.

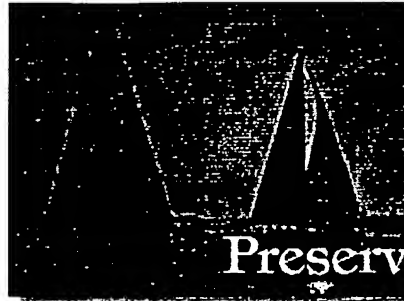
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4-Stroke Outboard Motors



Preserving Our Environment

Enhancing Life's Enjoyment

Advanced Technology



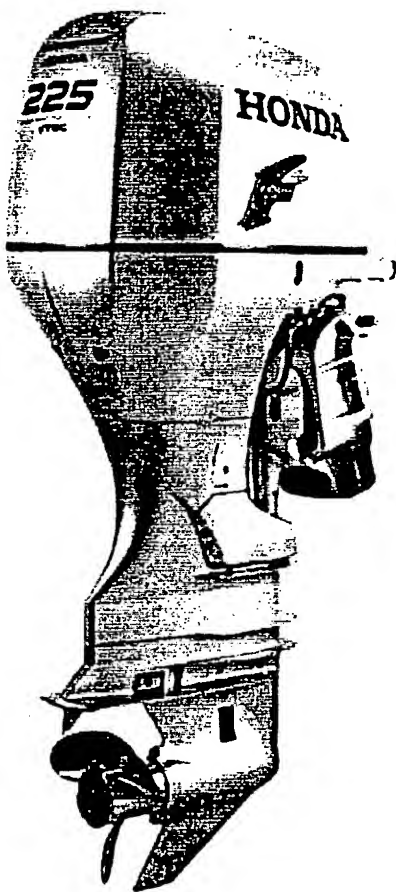
Honda's Revolutionary BF225!

Nothing else looks like it. Nothing else runs like it!

BF225

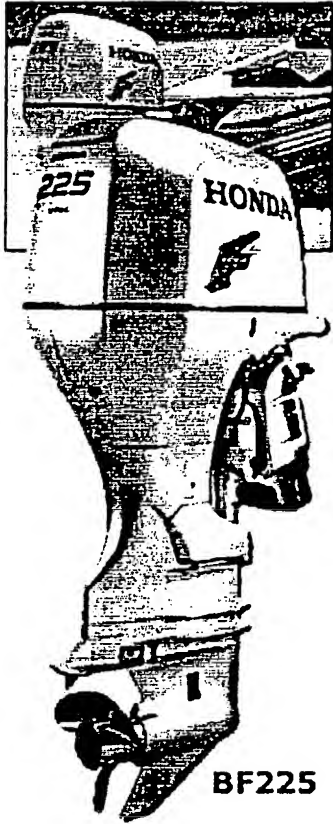
Honda Marine continues to redefine the standard for marine outboard power with the new BF225 V6. Inside, it features exclusives like our 24-valve VTEC System for a superior blend of power, torque and fuel economy. Outside, its sleek design will take your breath away. And like all Honda four-strokes, it's dependable, incredibly quiet and backed by the best 3-year outboard warranty in the industry.

See Specifications



Get the whole story on the
BF225's advanced technology!

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Honda BF225/200

Nothing else looks like it! Nothing else feels like it!

- Honda VTEC™ delivers smooth acceleration throughout the entire operating range.
- Proven V6 automotive technology.
- Enough outboard power for all your needs.
- 24 valve SOHC design optimizes intake charge and exhaust gases for maximum fuel efficiency and economy.
- Honda's unique variable intake system utilizes a plenum chamber with twin butterfly valves to control volume and velocity of air into the combustion chambers. The result is a simple, compact design that improves overall performance.
- Honda's Engine Command Module - 18 sensors located throughout the engine to constantly monitor performance and alert the operator to any detrimental or potentially damaging changes in engine performance.
- Honda's exclusive programmed fuel injection system optimizes the air-fuel ratio to deliver maximum power with minimal fuel consumption.
- The BF225 produces a whopping 60 amps of battery charging power at 2300 rpms.
- Honda's 4 Front Corrosion Protection System
- The Best 3 Year Outboard Limited Warranty in the Industry
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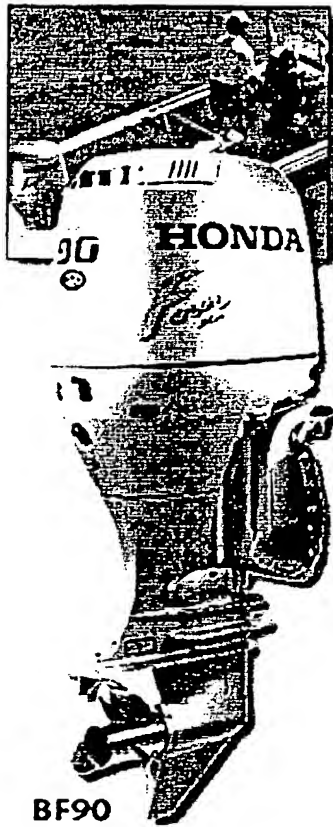


BF130

Honda BF130

The Honda BF130 boasts 2.3 liters of pure power.

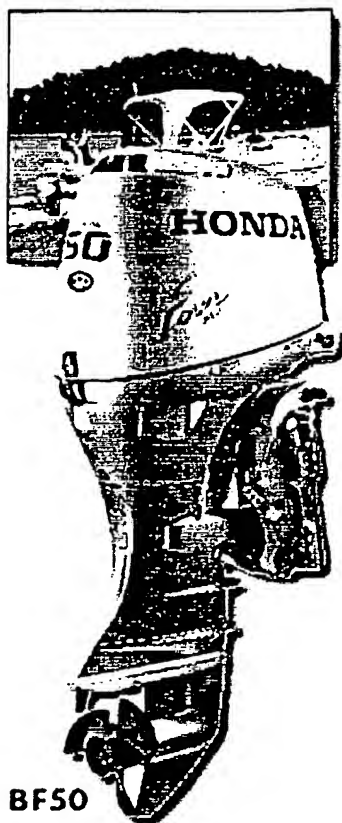
- Powerboat Reports Top Ten Products Of The Year Award
- Multi-Port Programmed Fuel Injection
- Counter-Rotation Available In 2 Shaft Lengths
- High Output 40-Amp Alternator (Delivers 20 Amps Idle And 30 Amps At 1000 RPM)
- Includes Engine Rev-Limiter, Low Oil Warning System, And Coolant Temperature Overheat Warning System
- Forced Air Ventilation System Maintains Constant Temperature Of All Electrical Components
- Patented Non-Linear Rubber Mounting System Provides Smooth Operation At Any Engine Speed
- Easy To Maintain Valve Train (No Shims To Measure And Replace)
- Fresh Water Flush Port With Check Valve Allows Engine Flushing Without Running The Engine
- Easily Accessible, Front Mounted Oil Filter And Oil Filler For Easy Maintenance
- Flywheel Mounted Below Crankshaft Lowers The Center Of Gravity And Reduces Engine Vibration
- Twin Counter Balancer Shafts Are Industry Exclusive And Results In Smoothest Low RPM Levels.
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Honda BF90

The Honda **BF90** ensures a smooth and sure acceleration every time.

- Popular Mechanics Magazine Design & Engineering Award Winner
- Includes Engine Rev-Limiter, Low Oil Warning System, And Coolant Temperature Overheat Warning System
- Includes Fuel Hose
- Forced Air Ventilation System Maintains Constant Temperature Of All Electrical Components
- Simple, Proven, Fail Safe Manual/Electric Choke Mechanism
- Easily Accessible, Front Mounted Oil Filter And Oil Filler For Easy Maintenance
- Flywheel Mounted Below Crankshaft Lowers The Center Of Gravity And Reduces Engine Vibration
- Easy To Maintain Valve Train (No Shims To Measure And Replace)
- Patented Non-Linear Rubber Mounting System Provides Smooth Operation At Any Engine Speed
- Fresh Water Flush Port With Check Valve Allows Engine Flushing Without Running The Engine
- Jet Ready Model Available (Rated 65 HP At Pump)
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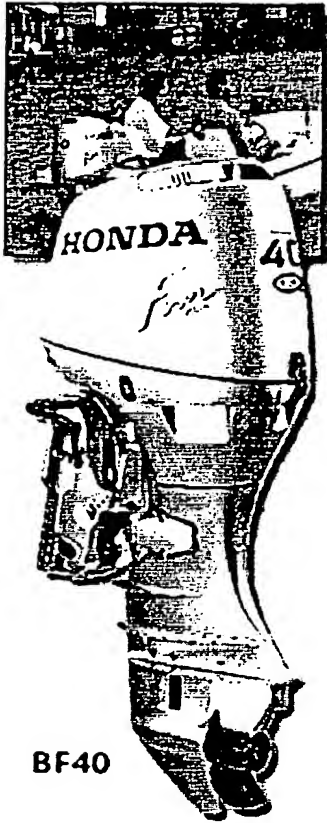
Honda BF50

Big on stamina and torque, the mid-sized **BF50** is perfect for a variety of fishing boats, yacht tenders, work boats, runabouts and pontoon boats.

- Lightest Weight In Any Class By Over 56 Lbs.
- Includes Fuel Hose
- Includes Engine Rev-Limiter, Low Oil Warning System, And Coolant Temperature Overheat Warning System
- Internal And External Sacrificial Anodes For Increased Corrosion Protection
- Forced Air Ventilation System Maintains Constant Temperature Of All Electrical Components
- Patented Non-Linear Rubber Mounting System Provides Smooth Operation At Any Engine Speed
- Fresh Water Flush Port
- Built-In Start In Gear Protection

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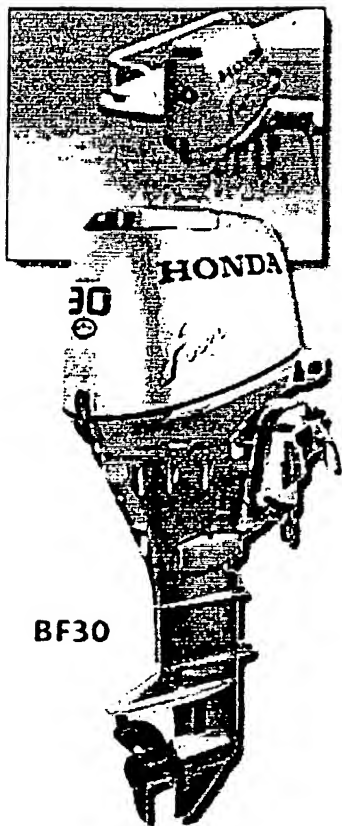
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Honda BF40

Mid-sized and packed full of power, the **BF40** is ideal for fishing boats, yacht tenders.

- All Models Feature Electric Start
 - Includes Fuel Hose
 - Includes Engine Rev-Limiter, Low Oil Warning System, And Coolant Temperature Overheat Warning System
 - Forced Air Ventilation System Maintains Constant Temperature Of All Electrical Components
 - Patented Non-Linear Rubber Mounting System Provides Smooth Operation At Any Engine Speed
 - Only Manufacturer Offering XL Shaft Length
 - Built-In Speedometer Pitot Tube In Gear Case
 - Fresh Water Flush Port
-
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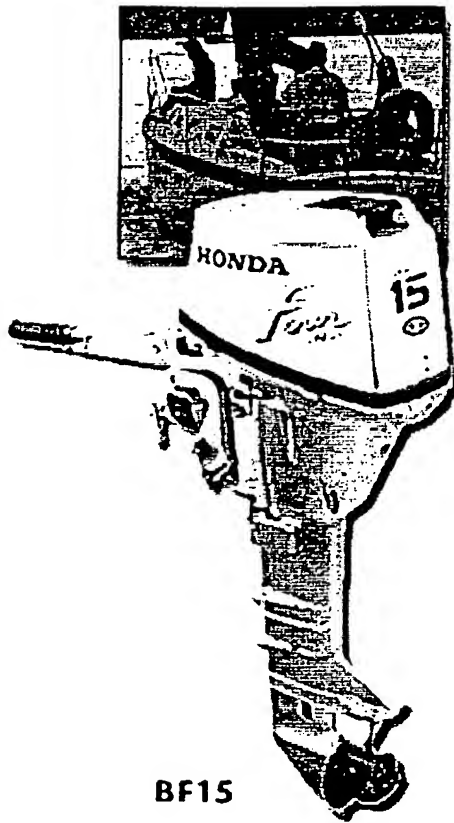


Honda BF30

The **BF30** is rock-solid and provides a smooth and stable performance every time—even at very low speeds.

- Lightest Weight In Any Class.
Includes Aluminum Propeller
- Includes 6 Gallon Fuel Tank & Fuel Hose
- Remote Models Include Side Mount Remote Controller
- Includes Engine Rev-Limiter, Low Oil Warning System, And Coolant Temperature Overheat Warning System
- Internal And External Sacrificial Anodes For Increased Corrosion Protection
- Forced Air Ventilation System Maintains Constant Temperature Of All Electrical Components
- Patented Non-Linear Rubber Mounting System Provides Smooth Operation At Any Engine Speed
- Fresh Water Flush Port
- Built-In Start In Gear Protection

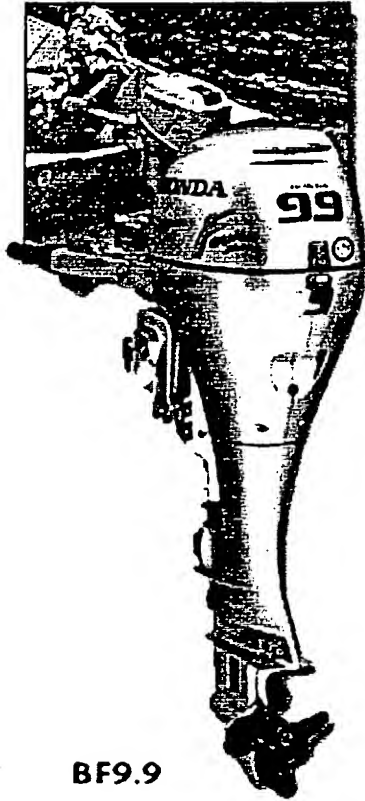
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Honda BF15

Well-suited for a variety of fishing boats and sailboats, the lean and efficient **BF15** outboard offers:

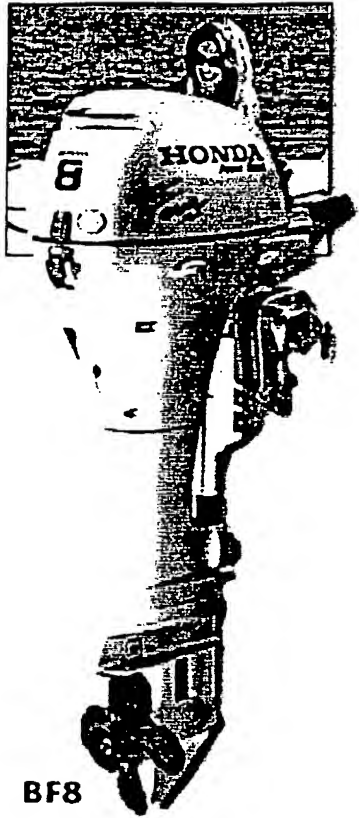
- 5 Different Models In 3 Shaft Lengths Available
- Standard Fresh Water Flushing Port With Attachment Included
- Includes 3.3 Gallon Fuel Tank & Fuel Hose
- Easy-To-Reach Forward Mounted Shift Lever
- Includes Engine Rev-Limiter
- 10-Amp Regulated Charging System On Electric Start And XL Shaft Models
- Internal And External Sacrificial Anodes For Increased Corrosion Protection
- Twin Engine Counter Balancers Deliver Unique Smoothness
- Only XL Shaft Length In The Industry
- Less Weight And Cost Than Competitive 9.9 HP High Thrust Models With More Torque And Power
- Built-In Start In Gear Protection
- [View Specifications](#)
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Honda BF9.9

The Honda BF9.9 is smooth, quiet, and perfect for several types of sailboats and fishing boats.

- Meets CARB 2008 emissions standards
- Extra torque through large diameter 4-blade power prop
- Standard 12v/12amp regulated charging on electric start models
- Extra-long shaft model available
- Quiet, 4-stroke technology
- No smokey 2-stroke exhaust
- No oily film left on water
- Unsurpassed fuel economy
- Clean and reliable 2-cylinder OHC engine
- Waterproof digital CDI ensure fast, reliable starts even in cold weather
- Thermostat-equipped cooling system
- Low 900 idle speed facilitates trolling
-
- [View Specifications](#)
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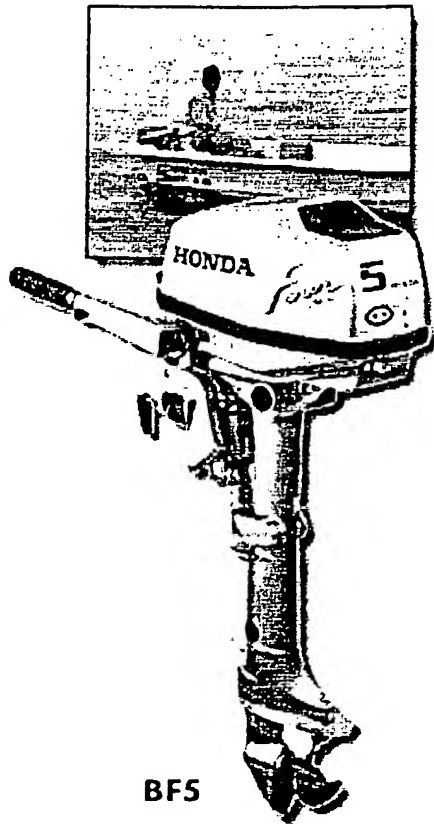
BF8

Honda BF8

The Honda **BF8** is the go-almost-anywhere, do-just-about-anything motor.

- Meets 2006 EPA emissions standards
- Extra torque at low speeds through large diameter 4-blade power prop
- Standard 12v/12amp regulated charging on electric start models
- "Auto Start" feature eliminates need to activate choke
- Spin- oil filter cartridge eases oil change maintenance
- Quiet, 4-stroke technology
- No smokey 2-stroke exhaust
- No oily film left on water
- Unsurpassed fuel economy
- Clean and reliable 2-cylinder OHC engine
- Waterproof digital CDI ensure fast, reliable starts even in cold weather
- Thermostat-equipped cooling system
- Low 900 idle speed facilitates trolling

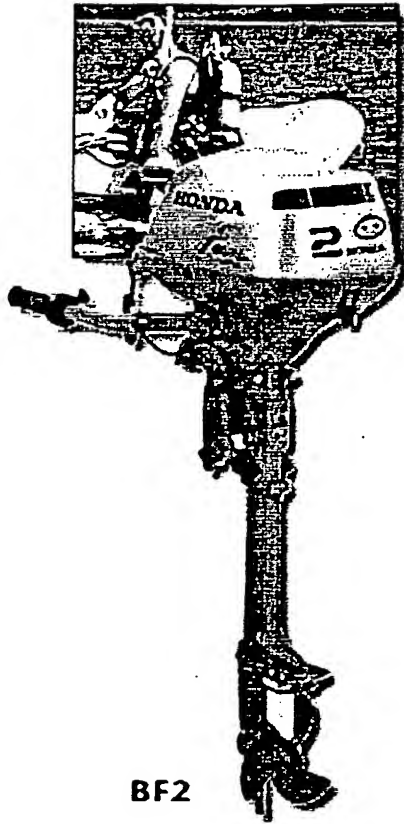
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Honda BF5

Look no further, Honda offers go-almost-anywhere, do-just-about-anything, for-the-fun-of-it four-stroke outboard motors.

- Large Displacement Engine For Better Low- & Mid-Range Power
 - Low Oil Warning System
 - Standard Fresh Water Flushing Port With Attachment Included
 - Includes 3.3 Gallon Fuel Tank & Fuel Hose
 - Has Remote Control Capability
 - Fold Down Handle For Easy Transportation
 - Transistorized Ignition For Reliable, Easy Starting
 - Built-In Start In Gear Protection
 - Throttle Friction Lock
 - Reverse Lock Mechanism
 - Shallow Water Drive
 - Large Sacrificial Anode For Corrosion Protection
 - Longer Standard Shaft Lengths
 - For More Reach On Sail Boats
-
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Honda BF2

Lightweight and easily transportable, this little outboard is ideal for small boats, dinghies and canoes.

- Winner Of Sails Magazine's Freeman Pittman Award For Engineering Excellence
 - Only 4-Stroke In Its Class (Industry Exclusive)
 - Lighter Than Even Most 2-Stroke
 - Available In 2 Shaft Lengths
 - Only Outboard Motor Offered With A Centrifical Clutch
 - Twist Grip Throttle With Friction Lock Standard On Clutch Models
 - Integral Fuel Tank
 - Standard Emergency Stop Switch And Safety Lanyard
 - Forced Air Cooled Engine Eliminates Water Pump Problems & Servicing
 - Transistorized Ignition For Reliable, Easy Starting
 - Fold Down Tiller Handle For Easy Transportation
 - Large Front-Mounted Carrying Handle
 - Shallow Water Drive
 - Standard Sacrificial Anode
-
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Saltwater OptiMax 135 150 200 225



135

- Propshaft Horsepower: 135-hp (101 kW)
- Max RPM (W.O.T.): 5000-5600
- Cylinders/Configuration: 60 degree V-6
- Displacement: 153 cu.in. (2507cc)
- Bore & Stroke: 3.5 in. x 2.65 in. (89mm x 67mm)
- Induction System: Direct Fuel Injection
- Exhaust System: Through Prop
- Lubrication System: Electronic multi-point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Digital Inductive
- Starting System: Electric (turnkey)
- Alternator: Belt-driven 60 amp (756 watt) with voltage regulator
- Gear Ratio: 2.0:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 20 in. (508mm)/25 in. (635mm)
- Weight-Dry: 443 lbs. (201 kg)/455 lbs. (207 kg)
- Operator Warning Systems: Overheat, low oil level, water in fuel, check engine
- Counter rotation: Available
- Propeller Options: Black Max, Vengeance, Laser II, Mirage Plus, Tempest Plus, Trophy Plus, High Five, Offshore P.S., QA3, QSS, QS2000, QS3000



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Saltwater OptiMax 135 150 200 225



200

- Propshaft Horsepower: 200-hp (149 kW)
- Max RPM (W.O.T.): 5000-5750
- Cylinders/Configuration: 60 degree V-6
- Displacement: 185 cu.in. (3032cc)
- Bore & Stroke: 3.63 in. x 3.00 in. (92mm x 76mm)
- Fuel Induction System: Direct Fuel Injection
- Exhaust System: Through Prop
- Lubrication System: Electronic multi-point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Digital Inductive
- Starting System: Electric (turnkey)
- Alternator: Belt-driven 60 amp (756 watt) with voltage regulator
- Gear Ratio: 1.75:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 25 in. (635mm) / 30 in. (762mm)
- Weight-Dry: 531 lbs. (241 kg) / 547 lbs. (248 kg)
- Operator Warning Systems: Overheat, low oil level, water in fuel, check engine
- Counter rotation: Available
- Propeller Options: Black Max, Vengeance, Laser II, Mirage Plus, Tempest Plus, Trophy Plus, High Five, Offshore P.S., QA3, QSS, QS2000, QS3000



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Saltwater EFI 150 200 225 250



- Propshaft Horsepower: 225-hp (168 kW)
- Max RPM (W.O.T.): 5000-5800
- Cylinders/Configuration: 60 degree V-6
- Displacement: 185 cu.in. (3032cc)
- Bore & Stroke: 3.63 in. x 3.0 in. (92mm x 76mm)
- Fuel Induction System: Loop Charged electronic fuel injection
- Exhaust System: Through Prop
- Lubrication System: Single point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Modular CDI with computer control
- Starting System: Electric (turnkey)
- Alternator: Belt-driven 60 amp (756 watt) with voltage regulator
- Gear Ratio: 1.75:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 25 in. (635mm)/30 in. (762mm)
- Weight-Dry: 484 lbs. (220 kg)/500 lbs. (227kg)
- Operator Warning Systems: Overheat, low oil level
- Counter rotation: Available
- Propeller Options: Black Max, Vengeance, Laser II, Mirage Plus, Tempest Plus, Trophy Plus, High Five, Offshore P.S., QA3, QSS, QS2000, QS3000



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Saltwater Carb 90 115 125 135 150 200



- Propshaft Horsepower: 90-hp (67 kW)
- Max RPM (W.O.T.): 5000-5500
- Cylinders/Configuration: 3
- Displacement: 84.6 cu.in. (1386cc)
- Bore & Stroke: 3.5 in. x 2.93 in. (89mm x 75mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Through Prop
- Lubrication System: Single point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled/high volume
- Ignition System: Modular CDI
- Starting System: Electric
- Alternator: 18 amp (227 watt) with voltage regulator
- Gear Ratio: 2.3:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 20 in. (508mm)
- Weight-Dry: 303 lbs. (138 kg)
- Operator Warning Systems: Overheat, low oil level
- Propeller Options: Black Max, Vengeance, High Five, Laser II, Trophy Plus, QA3, QSS, QS2



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Saltwater Carb 90 115 125 135 150 200



- Propshaft Horsepower: 125-hp (93 kW)
- Max RPM (W.O.T.): 4750-5250
- Cylinders/Configuration: 4 (in-line)
- Displacement: 113 cu.in. (1848cc)
- Bore & Stroke: 3.5 in. x 2.93 in. (89mm x 75mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Through Prop
- Lubrication System: Single point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Modular CDI
- Starting System: Electric
- Alternator: 18 amp (204 watt) with voltage regulator
- Gear Ratio: 2.07:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 25 in. (635mm)
- Weight-Dry: 367 lbs. (166 kg)
- Operator Warning Systems: Overheat, low oil level
- Propeller Options: Black Max, Vengeance, High Five, Laser II, Trophy Plus, QA3, QSS, QS2



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Portable FourStroke 4 5 6 9.9 15



- Propshaft Horsepower: 4-hp (3.0 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 1
- Displacement: 7.5 cu. in. (123 cc)
- Bore & Stroke: 2.32 in. x 1.77 in. (59mm x 45mm)
- Fuel Induction System: Overhead 2-valve Pushrod
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat
- Ignition System: Capacitor Discharge
- Starting System: Manual (with decompression)
- Alternator: 5 amp (63 watt) (optional)
- Gear Ratio: 2.15:1
- Gear Shift: F-N-R
- Steering: Pivot-Turn Tiller (360°)
- Trim positions: 6
- Shallow-Water Drive: Standard
- Shaft Length: 15 in. (381mm)/20 in. (508mm)
- Fuel Tank: 3.2 gallon (12 L)
- Weight-Dry: 55.4 lbs. (25 kg)
- Operator Warning Systems: Low oil pressure, overrev
- Standard propeller: 3 x 8 3/8" x 7"
- Propeller Options: Black Max, Black Max High Thrust



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Portable FourStroke 4 5 6 9.9 15



- Propshaft Horsepower: 5-hp (3.73 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 1
- Displacement: 7.5 cu. in. (123 cc)
- Bore & Stroke: 2.32 in. x 1.77 in. (59mm x 45mm)
- Fuel Induction System: Overhead 2-valve Pushrod
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat
- Ignition System: Capacitor Discharge
- Starting System: Manual (with decompression)
- Alternator: 5 amp (63 watt) (optional)
- Gear Ratio: 2.15:1
- Gear Shift: F-N-R
- Steering: Pivot-Turn Tiller (360°)
- Trim positions: 6
- Shallow-Water Drive: Standard
- Shaft Length: 15 in. (381mm)/20 in. (508mm)
- Fuel Tank: 3.2 gallon (12 L)
- Weight-Dry: 55.4 lbs. (25 kg)
- Operator Warning Systems: Low oil pressure, overrev
- Standard propeller: 3 x 8 3/8" x 8"
- Propeller Options: Black Max, Black Max High Thrust



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Portable FourStroke 4 5 6 9.9 15



- Propshaft Horsepower: 9.9-hp (7.4 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 2
- Displacement: 19.7cu. in. (323 cc)
- Bore & Stroke: 2.32 in. x 2.32 in. (59mm x 59mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat
- Ignition System: CDI with electric spark advance
- Starting System: Manual or Electric
- Alternator: Manual 6 amp (76 watt)/Electric 10-amp (126-watt)
- Gear Ratio: 2.0:1
- Gear Shift: F-N-R (front-mounted)
- Steering: Tiller or Remote
- Trim positions: 5
- Shallow-Water Drive: Standard (except remote models)
- Shaft Length: 15 in. (381mm)/20 in. (508mm)
- Fuel Tank: 3.2 gallon (12 L)
- Weight-Dry: 111 lbs. (50 kg)
- Operator Warning Systems: Low oil pressure, overrev
- Standard propeller: 3 x 9"x 9"
- Propeller Options: Black Max, QA3



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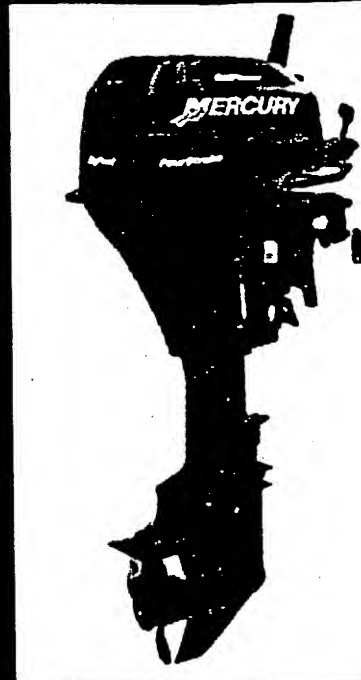
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Big Foot FourStroke 9.9 Sailpower 9.9 15 25 40 50 60



- Propshaft Horsepower: 9.9-hp (7.4 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 2
- Displacement: 19.7 cu.in. (323 cc)
- Bore & Stroke: 2.32 in. x 2.32 in (59mm x 59mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat
- Ignition System: CDI with electronic spark advance
- Starting System: Manual and Electric
- Alternator: Manual 6 amp (85 watt)/Electric 10 amp (140 watt)
- Gear Ratio: 2.42:1
- Gear Shift: F-N-R (front-mounted)
- Steering: Tiller
- Trim positions: 5
- Shallow-Water Drive: Standard (except remote models)
- Shaft Length: 25 in.(635 mm)
- Fuel Tank: 3.2 gallon (12 L)
- Weight-Dry: 133 lbs. (60 kg)
- Operator Warning Systems: Low oil pressure, overrev
- Standard propeller: 3 x 10 3/8"x 9 1/2"
- Propeller Options: Black Max, Vengeance, QA3, QSS



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Big Foot FourStroke 9.9 Sailpower 9.9 15 25 40 50 60



- Propshaft Horsepower: 9.9-hp (7.4 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 2
- Displacement: 19.7cu. in. (323 cc)
- Bore & Stroke: 2.32 in. x 2.32 in. (59mm x 59mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat
- Ignition System: CDI with electric spark advance
- Starting System: Manual or Electric
- Alternator: Manual 6 amp (76 watt)/Electric 10 amp (126 watt)
- Gear Ratio: 2.42:1
- Gear Shift: F-N-R (front-mounted)
- Steering: Tiller & Remote
- Trim positions: 5
- Shallow-Water Drive: Standard (except remote models)
- Shaft Length: 15 in. (381mm)/20 in. (508mm)
- Fuel Tank: 3.2 gallon (12 L)
- Weight-Dry: 127 lbs. (58 kg)
- Operator Warning Systems: Low oil pressure, overrev
- Standard propeller: 3 x 10 3/8" x 9 1/2"
- Propeller Options: Black Max, Vengeance, QA3, QSS



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Big Foot FourStroke 9.9 Sailpower 9.9 15 25 40 50 60



- Propshaft Horsepower: 25-hp (18.7 kW)
- Max RPM (W.O.T.): 5500-6000
- Cylinders/Configuration: 2
- Displacement: 30.4 cu.in. (498cc)
- Bore & Stroke: 2.56 in. x 2.95 in. (65mm x 75mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat and fresh water flush
- Ignition System: Capacitor Discharge
- Starting System: Manual (with decompression) or Electric
- Alternator: Manual 6 amp (76 watt)/Electric 15 amp (189 watt)
- Gear Ratio: 2.4:1
- Gear Shift: F-N-R (front-mounted)
- Steering: Tiller or remote
- Trim System: Gas assist & Power trim models available
- Shaft Length: 15 in. (381mm) / 20 in. (508mm)
- Remote Fuel Tank: Standard 6.6 gallon (25 L)
- Weight-Dry: 175 lbs. (80 kg)
- Operator Warning Systems: Overheat, low oil pressure, overrev
- Standard propeller: Aluminum 3 x 10 7/8" x 11"
- Propeller Options: Black Max, Vengeance, QA3, QSS



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Big Foot FourStroke 9.9 Sailpower 9.9 15 25 40 50 60



- Propshaft Horsepower: 40-hp (29.9 kW)
- Max RPM (W.O.T.): 5500-6000
- Cylinders/Configuration: 3
- Displacement: 45.6 cu.in. (747cc)
- Bore & Stroke: 2.56 in. x 2.95 in. (65mm x 75mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat and fresh water flush
- Ignition System: CDI with electric spark advance
- Starting System: Manual (with decompression) and Electric
- Alternator: Manual 6 amp (76 watt)/Electric 15 amp (289 watt)
- Gear Ratio: 2.3:1
- Gear Shift: F-N-R (front mounted on tiller handle models)
- Steering: Tiller or Remote
- Trim System: Gas assist & Power trim models available
- Shaft Length: 20 in. (508mm)
- Weight-Dry: 228 lbs. (104 kg)
- Operator Warning Systems: Overheat, low oil pressure, overrev
- Propeller Recommendations: Part Numbers: 48-77340A33 / 48-77338A33 / 48-854342A33 / 48-854340A33



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V-6 EFI 150 175 200 225 Pro XB 250



- Propshaft Horsepower: 225-hp (168 kW)
- Max RPM (W.O.T.): 5000-5800
- Cylinders/Configuration: 60 degree V-6
- Displacement: 185 cu.in. (3032cc)
- Bore & Stroke: 3.63 in. x 3.00 in. (92mm x 76mm)
- Fuel Induction System: Loop Charged electronic fuel injection
- Exhaust System: Through Prop
- Lubrication System: Single point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Modular CDI with computer control
- Starting System: Electric (turnkey)
- Alternator: Belt driven 60 amp (756 watt) with voltage regulator
- Gear Ratio: 1.75:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 20 in. (508mm)
- Weight-Dry: 479 lbs. (218 kg)
- Operator Warning Systems: Overheat, low oil level
- Propeller Options: Black Max, Vengeance, Laser II, Mirage Plus, Tempest Plus, Trophy Plus, High Five, Offshore P.S., QA3, QSS, QS2000, QS3000



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Pro XB 250

- Propshaft Horsepower: 250-hp (187 kW)
- Max RPM (W.O.T.): 5800-6100
- Cylinders/Configuration: 60 degree V-6
- Displacement: 185 cu.in. (3032cc)
- Bore & Stroke: 3.63 in. x 3.00 in. (92mm x 76mm)
- Fuel Induction System: Loop Charged electronic fuel injection
- Exhaust System: Through Prop
- Lubrication System: Single point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Modular CDI with computer control
- Starting System: Electric (turnkey)
- Alternator: Belt driven 60 amp (756 watt) with voltage regulator
- Gear Ratio: 1.75:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 20 in. (508mm)
- Weight-Dry: 479 lbs. (218 kg)
- Fuel Requirements: Unleaded premium, 92 octane min.
- Operator Warning Systems: Overheat, low oil level



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**30 - 125 hp 30 40 (2 cyl) 40 (3 cyl) 50 60 60 Big Foot 75 90
115 125**



- Propshaft Horsepower: 60-hp (44.8 kW)
- Max RPM (W.O.T.): 5000-5500
- Cylinders/Configuration: 3
- Displacement: 59 cu.in. (967cc)
- Bore & Stroke: 2.99 in. x 2.80 in. (76mm x 71mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Through Prop
- Lubrication System: Single point variable ratio oil injection
- Cooling System: Water cooled with thermostat and pressure controlled
- Ignition System: Modular CDI
- Starting System: Electric
- Alternator: Manual 10 amp (126 watt)/ Electric 16 amp (201 watt) with voltage regulator
- Gear Ratio: 1.64:1
- Gear Shift: F-N-R
- Steering: Tiller or remote
- Trim System: Gas assist & power trim models available
- Shaft Length: 15 in. (381mm) / 20 in. (508mm)
- Weight-Dry: 219 lbs. (100 kg)
- Operator Warning Systems: Overheat, low oil level
- Propeller Options: Black Max, Vengeance, QA3, QSS



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6 - 25 hp 6 8 9.9 15 20 25



- Propshaft Horsepower: 6-hp (4.5 kW)
- Max RPM (W.O.T.): 4000-5000
- Cylinders/Configuration: 2
- Displacement: 12.8 cu.in. (210cc)
- Bore & Stroke: 2.13 in. x 1.77 in. (54mm x 45mm)
- Fuel Induction System: Cross-flow
- Exhaust System: Through Prop
- Lubrication System: Pre-mix 50:1
- Cooling System: Water cooled with thermostat
- Ignition System: Capacitor Discharge
- Starting System: Manual
- Alternator: Optional 6 amp (76 watt)
- Gear Ratio: 2.0:1
- Gear Shift: F-N-R on Tiller Handle
- Steering: Tiller
- Trim positions: 3
- Shallow-Water Drive Positions: 3
- Shaft Length: 15 in. (381mm) / 20 in. (508mm)
- Remote Fuel Tank: Standard 3.2 gallon (12 L)
- Weight-Dry: 74 lbs. (34 kg)
- Operator Warning System: Overrev protection
- Standard propeller: Aluminum 3 x 9"x 9"
- Propeller Options: Black Max, Black Diamond
- Electric start conversion kits available through Quicksilver Parts and Accessories
- Remote control steering kits available through Quicksilver Parts and Accessories



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- Propshaft Horsepower: 20-hp (14.9 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 2
- Displacement: 24.4 cu. in. (400cc)
- Bore & Stroke: 2.56 in. x 2.38 in. (65mm x 60mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Through Prop
- Lubrication System: Pre-mix 50:1
- Cooling System: Water cooled with thermostat
- Ignition System: Capacitor Discharge
- Starting System: Manual or Electric
- Alternator: Standard Electric 6 amp (76 watt) / Optional Manual
- Gear Ratio: 2.25:1
- Gear Shift: F-N-R on Tiller Handle
- Steering: Tiller or remote
- Trim positions: 5
- Shallow-Water Drive: Standard
- Shaft Length: 15 in. (381mm) / 20 in. (508mm)
- Remote Fuel Tank: Standard 6.6 gallon (25 L)
- Weight-Dry: 112 lbs. (51kg)
- Operator Warning System: Overrev protection
- Standard propeller: Aluminum 3 x 10 3/8" x 13"
- Propeller Options: Black Max, Vengeance, QA3, QSS



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- Propshaft Horsepower: 2.5-hp (1.9 kW)
- Max RPM (W.O.T.): 4000-5000
- Cylinders/Configuration: 1
- Displacement: 4.6 cu.in. (74.6cc)
- Bore & Stroke: 1.85 in. x 1.69 in. (47mm x 43mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Above-prop
- Lubrication System: Pre-mix 50:1
- Cooling System: Water cooled
- Ignition System: Capacitor Discharge
- Starting System: Manual
- Gear Ratio: 1.85:1
- Gear Shift: Constant Forward
- Steering: Tiller (360 degree steering)
- Trim Positions: 4
- Shaft Length: 15 in. (381mm)
- Integral Fuel Tank: 1.5 qts. (1.4 L)
- Weight-Dry: 28.5 lbs. (13 kg)
- Standard propeller: Plastic 3 x 7 3/8" x 6"
- Propeller Options: Black Max



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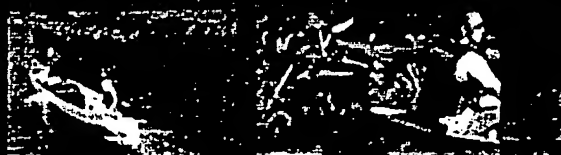
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- Propshaft Horsepower: 4-hp (3 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 1
- Displacement: 6.2 cu.in. (102cc)
- Bore & Stroke: 2.16 in. x 1.69 in. (55mm x 43mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Through prop
- Lubrication System: Pre-mix 50:1
- Cooling System: Water cooled
- Ignition System: Capacitor Discharge
- Starting System: Manual
- Alternator: Optional 4 amp (50 watt)
- Gear Ratio: 2.15:1
- Gear Shift: F-N-R
- Steering: Tiller (360 degree steering)
- Trim positions: 6
- Shallow-Water Drive: Standard
- Shaft Length: 15 in. (381mm) / 20 in. (508mm)
- Integral Fuel Tank: 2.6 qts. (2.5 L)
- Weight-Dry: 43.3 lbs. (20 kg)
- Standard propeller: Aluminum 3 x 8 3/8" x 7"
- Propeller Options: Black Max, Black Max High Thrust



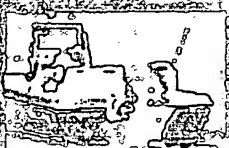

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Mid-Range FourStroke 30 40 50 75 90 115 EFI

- Propshaft Horsepower: 30-hp (22.4 kW)
- Max RPM (W.O.T.): 5500-6000
- Cylinders/Configuration: 3
- Displacement: 45.6 cu.in. (747cc)
- Bore & Stroke: 2.56 in. x 2.95 in. (65mm x 75mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump
- Cooling System: Water cooled with thermostat and fresh water flush
- Ignition System: CDI with electric spark advance
- Starting System: Manual (with decompression) and Electric
- Alternator: Manual 6 amp (76 watt)/Electric 15 amp (189 watt)
- Gear Ratio: 2.0:1
- Gear Shift: F-N-R (front mounted on tiller handle models)
- Steering: Tiller or Remote
- Trim System: Gas assist & Power trim models available
- Shaft Length: 15 in. (381mm)/20 in. (508mm)
- Weight-Dry: 204 lbs. (96 kg)
- Operator Warning Systems: Overheat, low oil pressure, overrev
- Propeller Options: Black Max, Vengeance, QA3, QSS



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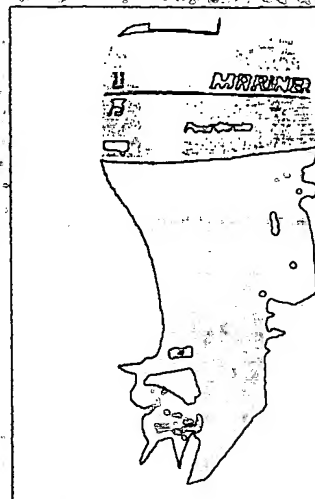
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Prüfung: Schriftlich

Mid-Range FourStroke 30 40 50 75 90 115 (E)



- Propshaft Horsepower: 50-hp (37.3 kW)
- Max RPM (W.O.T.): 5500-6000
- Cylinders/Configuration: 4 (in-line)
- Displacement: 57 cu. in. (935cc)
- Bore & Stroke: 2.43 in. x 2.95 in. (63mm x 75 mm)
- Exhaust System: Through Prop
- Lubrication System: Wet sump with pressurized lube system
- Cooling System: Water cooled with thermostat and fresh water flush
- Ignition System: Capacitor Discharge
- Starting System: Electric
- Alternator: 20 amp (252 watt)
- Gear Ratio: 2.07:1
- Gear Shift: F-N-R
- Steering: Remote
- Trim System: Power Trim
- Shaft Length: 20 in. (508mm)
- Weight-Dry: 386 lbs. (175 kg)
- Operator Warning Systems: Overheat, low oil pressure, overrev
- Propeller Options: Black Max, Vengeance, QA3, QSS





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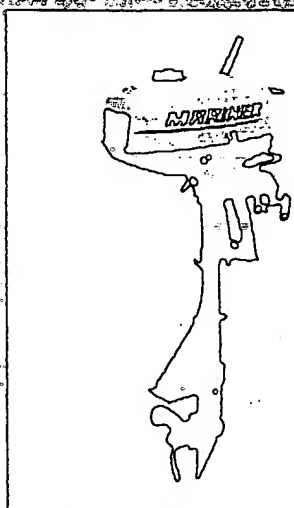
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- Propshaft Horsepower: 2.5-hp (1.9 kW)
- Max RPM (W.O.T.): 4000-5000
- Cylinders/Configuration: 1
- Displacement: 4.6 cu.in. (74.6cc)
- Bore & Stroke: 1.85 in. x 1.69 in. (47mm x 43mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Above-prop
- Lubrication System: Pre-mix 50:1
- Cooling System: Water cooled
- Ignition System: Capacitor Discharge
- Starting System: Manual
- Gear Ratio: 1.85:1
- Gear Shift: Constant Forward
- Steering: Tiller (360 degree steering)
- Trim Positions: 4
- Shaft Length: 15 in. (381mm)
- Integral Fuel Tank: 1.5 qts. (1.4 L)
- Weight-Dry: 28.5 lbs. (13 kg)
- Standard propeller: Plastic 3 x 7 3/8" x 6"
- Propeller Options: Black Max



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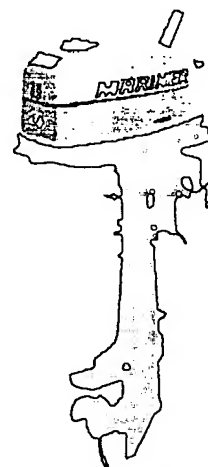
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- Propshaft Horsepower: 4-hp (3 kW)
- Max RPM (W.O.T.): 4500-5500
- Cylinders/Configuration: 1
- Displacement: 6.2 cu.in. (102cc)
- Bore & Stroke: 2.16 in. x 1.69 in. (55mm x 43mm)
- Fuel Induction System: Loop Charged
- Exhaust System: Through prop
- Lubrication System: Pre-mix 50:1
- Cooling System: Water cooled
- Ignition System: Capacitor Discharge
- Starting System: Manual
- Alternator: Optional 4 amp (50 watt)
- Gear Ratio: 2.15:1
- Gear Shift: F-N-R
- Steering: Tiller (360 degree steering)
- Trim positions: 6
- Shallow-Water Drive: Standard
- Shaft Length: 15 in. (381mm) / 20 in. (508mm)
- Integral Fuel Tank: 2.6 qts. (2.5 L)
- Weight: 43.3 lbs. (20 kg)
- Standard propeller: Aluminum 3 x 8 3/8" x 7"
- Propeller Options: Black Max, Black Max High Thrust



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Performance Outboards



2.5 EFI Sport

- Propshaft Horsepower: 280 (209 kW)
- Full Throttle RPM Range: 7200-7500
- Cylinders: V-6 (60° vee)
- Displacement: 153 cu. in. (2507 cc)
- Bore (in/mm): 3.50/89
- Stroke (in/mm): 2.65/67
- Induction System: Electronic Fuel Injection
- Ignition: Inductive Coil w/Computer Control
- Alternator System: 60-amp (846-watt) w/dual Voltage Regulator
- Gear Ratio: 1.87:1 (SM)
- Fuel/Oil Ratio: 40:1
- Recommended Oil: Mercury Performance Blend 2-Cycle Outboard
- Required Fuel: 92 Octane Leaded or Unleaded (R+M)/2 (98 RON)
- Rotation: Left or Right Hand
- Shaft Length: 20 in. (508mm)
- Weight (lbs/kg): 375 lb. (170kg)
- Warranty: One-year limited warranty for recreational boating and three-year limited corrosion warranty.



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Race Outboards



SST 120/S2000

- Propshaft-rated Horsepower 180 (134 kW)
- Peak Horsepower @ RPM: 7500
- Cylinders: V-6 (60° vee)
- Displacement: 122 cu. in. (1998cc)
- Bore (in/mm): 3.125/79
- Stroke (in/mm): 2.65/67
- Induction System: Carburetor
- Ignition: Capacitor Discharge
- Alternator System: 16-amp (226-watt) w/ Voltage Regulator
- Gear Ratio: 14:15 VI SSM or W/O
- Fuel/Oil Ratio: 32:1
- Recommended Oil: Mercury Performance Blend 2 Cycle Outboard
- Required Fuel: 92 Octane Leaded or Unleaded (R+M)/2 (98 RON)
- Rotation: Left Hand
- Shaft Length: 12 in. (305mm)
- Weight (lbs/kg): 275 lb (125 kg)
- Warranty: These products are highly specialized and produced in limited quantities for sale, without warranty, to qualified powerboat racing professionals.



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Race Outboards



S3000

- Propshaft-rated Horsepower 300 (224kw)
- Peak Horsepower @ RPM: 9000
- Cylinders: V-6 (60° vee)
- Displacement: 153 cu. in. (2507cc)
- Bore (in/mm): 3.50/89
- Stroke (in/mm): 2.65/67
- Induction System: Electronic Fuel Injection
- Ignition: Capacitor Discharge
- Alternator System: 16-amp (226-watt) w/Voltage Regulator
- Gear Ratio: *14:15 VI SSM and 15:17 IV SSM gearcases are available as accessories.
- Fuel/Oil Ratio: 32:1
- Recommended Oil: Performance Blend 2-Cycle Outboard
- Required Fuel: Race Fuel
- Rotation: Left Hand
- Shaft Length: 12 in. (305mm)
- Weight (lbs/kg): 275 lb (125kg)
- Warranty: These products are highly specialized and produced in limited quantities for sale, without warranty, to qualified powerboat racing professionals.
- *Sold without a gearcase. Optional accessory gearcases and gear ratios are available.



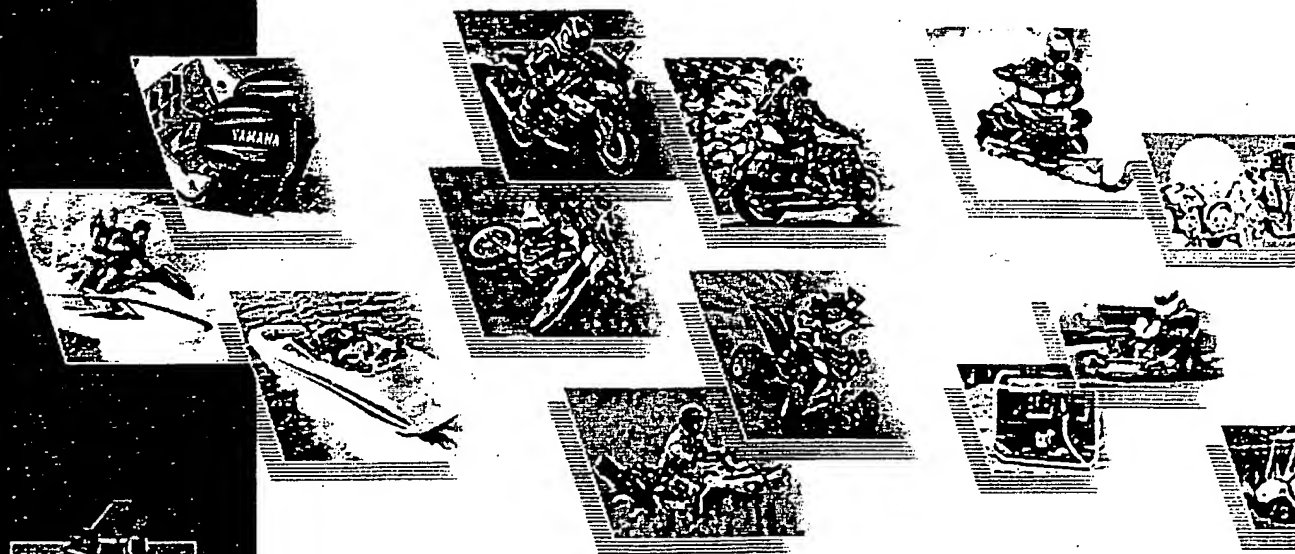


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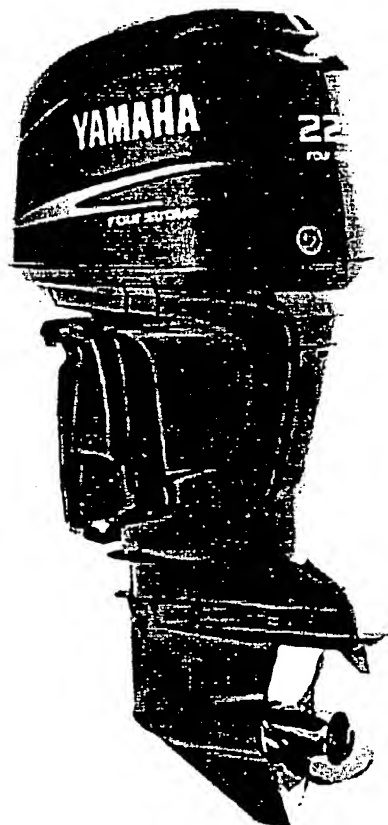
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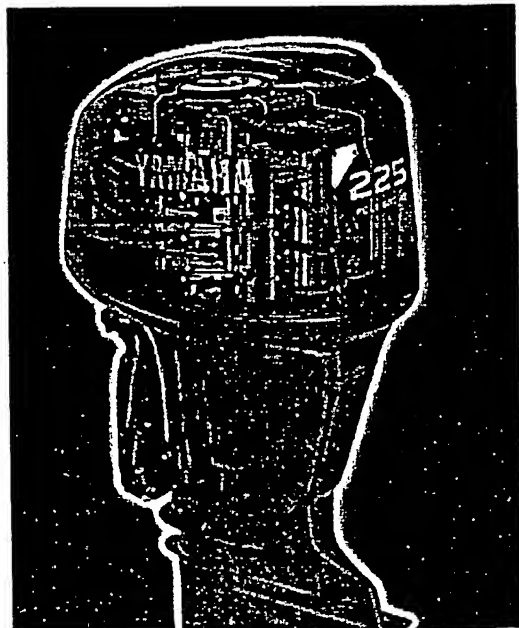
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2003 Four Stroke Series High Power Information



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F225HP V6 FOUR STROKE



F200HP V6 FOUR STROKE

THE REMARKABLE,
REVOLUTIONARY YAMAHA
F225 V6 FOUR STROKE.

A triumph of outboard innovation that began with a singular resolve: to create a four stroke that would perform outstandingly on today's V6-powered single- and twin-engine boats. The first outboard to combine the **clean, quiet, economical performance** of a four stroke with jaw-dropping V6 acceleration and top-end speed. The Yamaha F225 delivers a kick in the pants at the mere touch of the throttle - at any speed. But along with all that power, we had another prerequisite. It had to be extraordinarily **lightweight and compact**. So we designed a sleek new 60° V-block, routing the exhaust in-bank to save space. Yamaha engineers collaborated with boat dealers and builders to establish the consummate shape, centerline, weight distribution and rigging specifications. For maximum power and **fuel efficiency**,

we gave it a 24-Valve Double Overhead Cam, and Ram-Charge Manifold Fuel Injection, using six individual throttle valves. We made it so quiet and **smooth running** at trolling speeds that you'll swear you can hear your line whispering through the water. We packed it with so many new cutting-edge design features, its awards for innovation come as no surprise. It's a winner with the environment too, exceeding the Federal EPA emission requirements for 2006 and earning a California C.A.R.B. two-star rating for very low emissions.

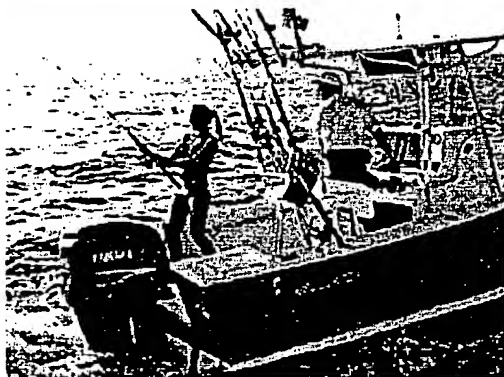
The V6 four stroke you've been waiting for is waiting for you at your Yamaha dealer today.

THE WORLD'S FIRST V6 FOUR STROKE. FROM YAMAHA, OF COURSE. Our philosophy has never been to meet your expectations. We set our sights even higher, refusing to rest until we exceed them. The Yamaha V6 Four Stroke is a perfect case in point. More than a breakthrough outboard, it's a whole new class of marine power. And it's yours, in your choice of 200 or 225 unstoppable horses.

- WINNER OF THE 2000 Boating Week Innovation



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Award.

- **THE 24-VALVE DOUBLE OVERHEAD CAM** uses 4 valves per cylinder for maximum power and fuel efficiency. And by eliminating rocker arms and their adjustments it further enhances reliability.
- **YAMAHA'S ACCLAIMED ACP-221 5-STEP PAINT PROCESS** combined with our YDC-30 Alloy and Self-Sacrificing Anodes, provides unbeatable anti-corrosion protection.
- **SURE-SEAL TRI-LATCHES** seal the cowl tight against water and debris.

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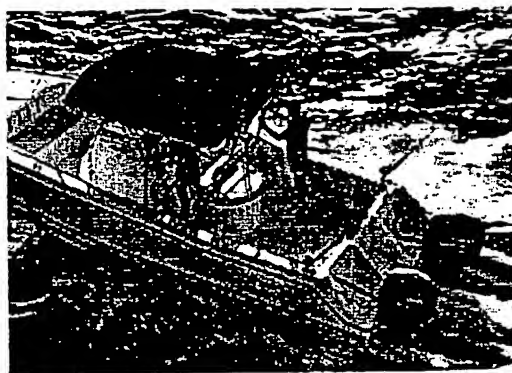
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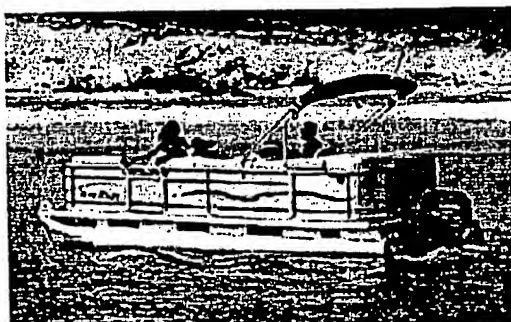
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F115HP

New F90HP

New F75HP



F60HP

F50HP

F40HP

F30HP



**YAMAHA'S MIDRANGE FOUR STROKES.
A TESTAMENT TO GENETIC
ENGINEERING.**

Reliable Midranges

Whatever your passion, you can pursue it with Yamaha's marine-inspired Four Stroke technology behind you. If you have the need for speed, there's our powerful and **fuel efficient** F115 that's even available with counter rotation for twin applications. And now there are seven muscular midranges, from the F30 to our new F75 and F90 additions for 2003, specifically designed to power your favorite boat with Yamaha's signature smooth and quiet purr.

You can count on the genetic traits that run in the family. These 3- and 4-cylinder go-anywhere powerhouses deliver tremendous torque and performance.

And maintaining them is a breeze. We gave them an easy-access oil fill, dipstick and spin-on oil filter - along with an oil pan drain that's easy to reach for quick changes.

The Yamaha Four Stroke was destined to be a leader. Each new generation distances the real thing from the wannabe's. You won't find a better blend of power, comfort and fuel efficiency. Smart outboards. Smart move.



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F115
JET DRIVE

New F90
JET DRIVE

New F60
JET DRIVE

New F40
JET DRIVE



**BORN FOR THE SHALLOWS,
THESE JET DRIVES PERFORM.**

Head for the shallows. Shoot the rapids. Sand Bars and shoals? No Sweat. Your Yamaha Jet Drive will maneuver you where props can't, with no need to tilt the engine for shore landings. Because there is no gearcase or propeller extending below the hull, jetdrive models allow passage over obstructions that would limit a conventional propeller driven outboard.

No matter which Yamaha four stroke you choose, you won't find a better blend of smooth, quiet and fuel-efficient performance.

In addition to the fuel injected F115, this year you can also get your jet with 90, 60 or 40 horses.

JET POWER CONVERSION GUIDE

PROP Shaft HP	Jet Pump HP
115	80
90	65
60	40
40	30

The jet drive power model rating is a designation of actual performance resulting from the use of a jet pump in comparison to an equivalent propeller horsepower

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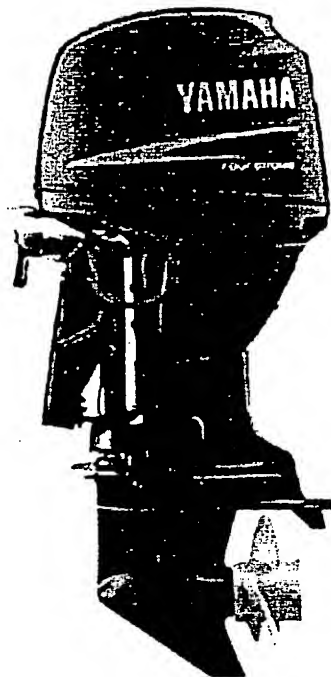
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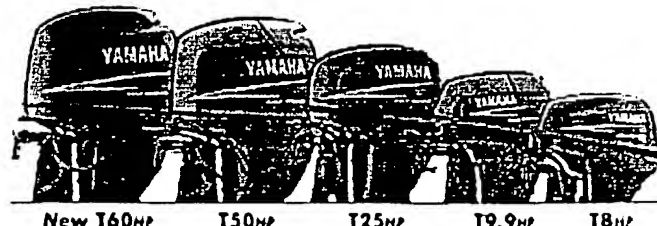
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**PUSHY, POWERFUL, AND RELIABLE.
HIGH THRUST DELIVERS.**

Yamaha High Thrust Four strokes are proof positive that you don't need a big engine to do a big job. Want to push a pontoon with command and control in both forward and reverse? Or head your sailboat in when the wind refuses to cooperate? Then a Yamaha High Thrust is your best choice.

- Our unique dual thrust propeller is designed to redirect the exhaust flow away, reducing cavitation.
- Measuring 11"x14", the large diameter low pitch design of this newest optional Dual Thrust propeller makes it an ideal solution for T60 pontoon applications.
- Higher Gear Ratio on High Thrusts delivers more power when you need it, minimizing slippage and cavitation.

From the mighty T8, to the new T60, each model features a high gear ratio and Dual Thrust propeller designed to deliver up to twice the thrust of comparable two stroke outboards.

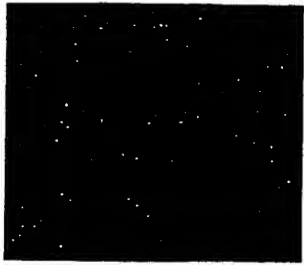


Scott Glorvigen

Winner of the 2000 RCL Walleye Championship

"Backtrolling for walleye with my T8 four stroke is like a breath of fresh air."

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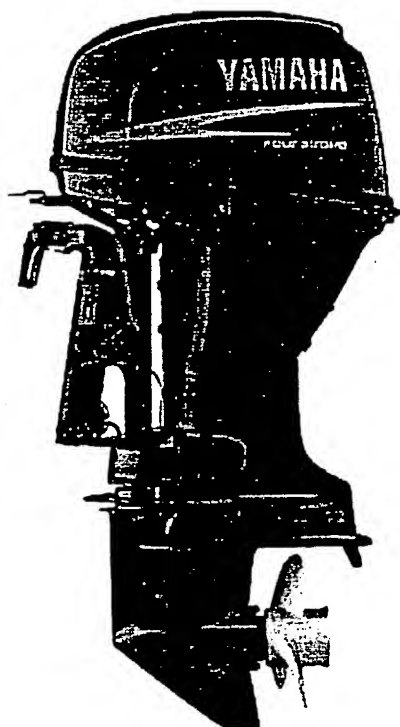
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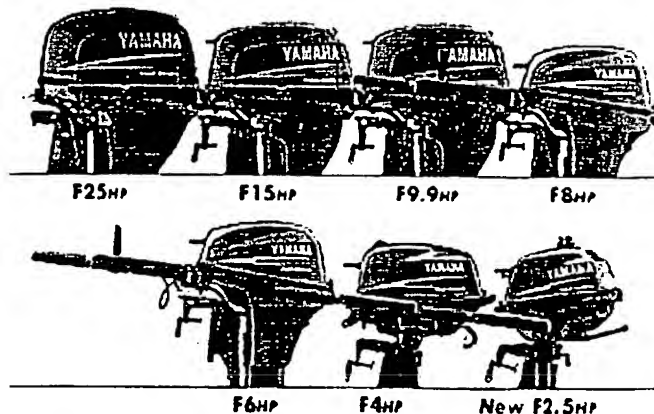
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**OUR SMALL FOUR STROKE
PORTABLES CAN REALLY MAKE
PUSH COME TO SHOVE.**

Portable Powerhouses

When it's time to untie the tender and ride it to shore, you don't need a lot of muscle. You need quickness and maneuverability. Nothing beats a lightweight and compact Yamaha four stroke portable for powering small fishing boats, sailboats, tenders and dinghies. They're among the lightest in existence, yet packed with plenty of power and convenient features. Like a Long Span Mounting System to minimize vibration. And a Multi-Function Tiller for easy, one-handed operation. And so fuel efficient that the F4 holds a world record for mileage on a single gallon of gas. With that in mind, just imagine the extended range you'll get out of our new F2.5 Portable.

- **Microcomputer Ignition** adjusts timing to maintain optimum engine performance, economy and durability under all conditions.
- **Freshwater Flush Device** enables you to flush the engine without starting.
- **Exclusive Yamaha YDC-30 Alloy** is the most corrosion-resistant base material in the industry.

Like Father, Like Son.

The Yamaha Four Stroke was destined to be a leader. Each new generation distances the real thing from the wannabe's. You won't find a better blend of power, comfort and fuel efficiency. Smart outboards. Smart move.



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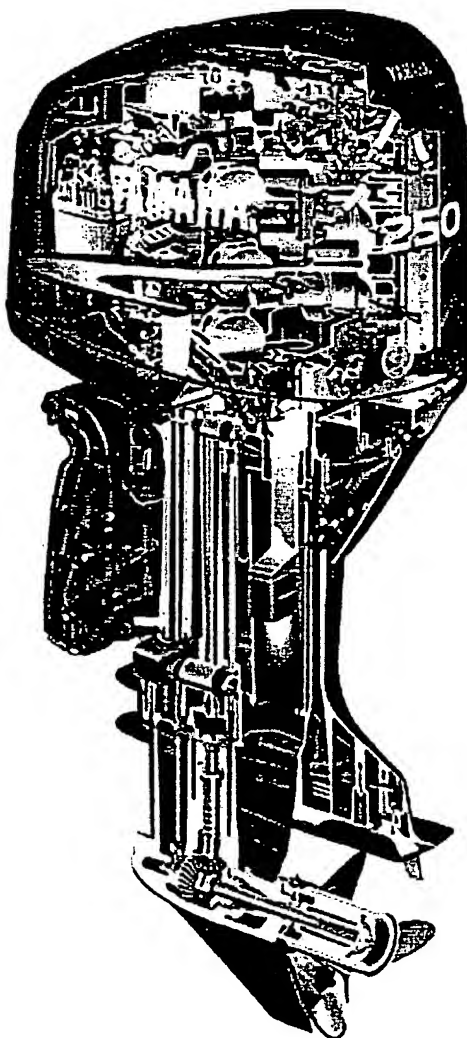
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2003 HPDI Series Information



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New 250 _{HP} 3.3L HPDI	200 _{HP} 2.6L HPDI	175 _{HP} 2.6L HPDI	150 _{HP} 2.6L HPDI
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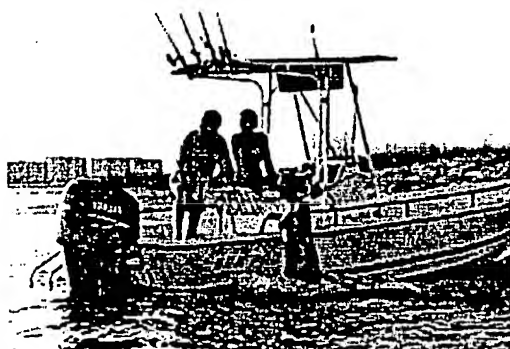
HIGH PRESSURE DIRECT INJECTION. THE PINNACLE OF OFFSHORE PERFORMANCE.

Yamaha's revolutionary High Pressure Direct Injection was a giant technological leap, delivering fuel at an amazing 700 psi, vs. the paltry 90-450 psi of conventional direct injection. The difference in power to plane, acceleration, top-end speed, and fuel economy was nothing short of amazing. The big news for 2003 is our new V6 250-horse big block HPDI - an all-new, marine-inspired 3.3-liter, 204 ci, 76° big block with the next-generation Yamaha HPDI. The pressure's been turned up to an incredible 1000 psi. And with it, the enhanced power, performance and extended range and economy associated with HPDI. You also get smooth, quiet operation. A unique sound-dampening system makes our HPDI's dramatically quieter than conventional two-strokes. And they're so clean-running, they exceed the Federal EPA 2006 emission requirements, as well as earning a California C.A.R.B. two-star rating for very low emissions.

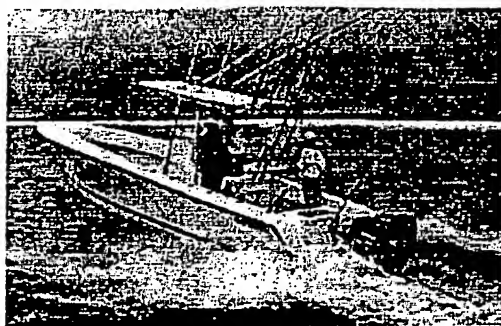
YAMAHA'S NEW BREED OF POWER BROKERS. 250 HORSES OF HPDI PERFORMANCE.

It's the dawn of a new day in offshore power, performance, range and reliability. The 250 HPDI is the **most powerful offshore outboard we've ever made**. An all-new 3.3-liter V6 big block that delivers up to 20% more low-end torque and acceleration. We've upped the fuel injection to an industry-high 1000 psi - a 40% increase in pressure that kicks performance into the stratosphere. You won't believe the hole shot and top-end speed. And the **increased fuel economy and range** will take you farther out, where the big ones are waiting. Every component works in perfect harmony to maximize performance and fuel efficiency.

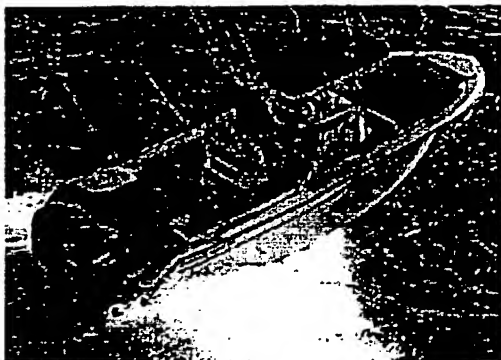
Using data supplied by six sophisticated sensors, the microcomputer Engine Control Module (ECM) precision adjusts ignition timing, air/fuel mix and other vital settings. In fact, in recent tests, HPDI showed up to a 35% increase in fuel economy, at speed, over a conventional EFI. Yamaha's famed reliability is also enhanced. The ECM ensures instant, trouble-free starts. Internal-opening injectors resist carbon



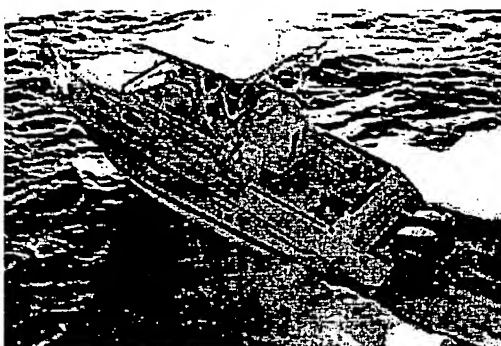
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buildup. Strong-forged pistons, a unique piston ring design, a new gear case with lower water pickups for enhanced cooling, an outstandingly efficient alternator that keeps batteries always charging while running - the list goes on. You can't count on the weather or the fish, but you can count on your Yamaha.

THE HPDI OFFSHORE SERIES conquers the brutal sea. It was baptized with salt spray. There's not an outboard more in tune with the sea than the HPDI Offshore Series. That's the kind of confidence you want when the last dot of land disappears over the horizon and the wind and the waves start to kick up. Yamaha HPDIs have a proven reputation for reliability. And they have the spectacular speed and performance you need to slice effortlessly through the most stubborn swells. But it takes more than fancy footwork to conquer the sea. It takes the best anti-corrosion system in the business. We start with our proprietary YDC-30 alloy, a melding of aluminum, silicon, magnesium and titanium. All critical components are made with stainless steel. Our ACP-221 Paint Process adds two layers of special strontium chromate epoxy primer, two layers of acrylic resin finish, and a layer of acrylic urethane clear coat. Our Sure-Seal Tri-Latches seal the one-piece cowl against salt, spray and debris. And, inside, oversized self-sacrificing anodes are placed throughout. A full array of digital gauges monitors every engine function and, connected to a GPS unit, your exact location. No wonder Yamaha is the world's number one saltwater outboard.

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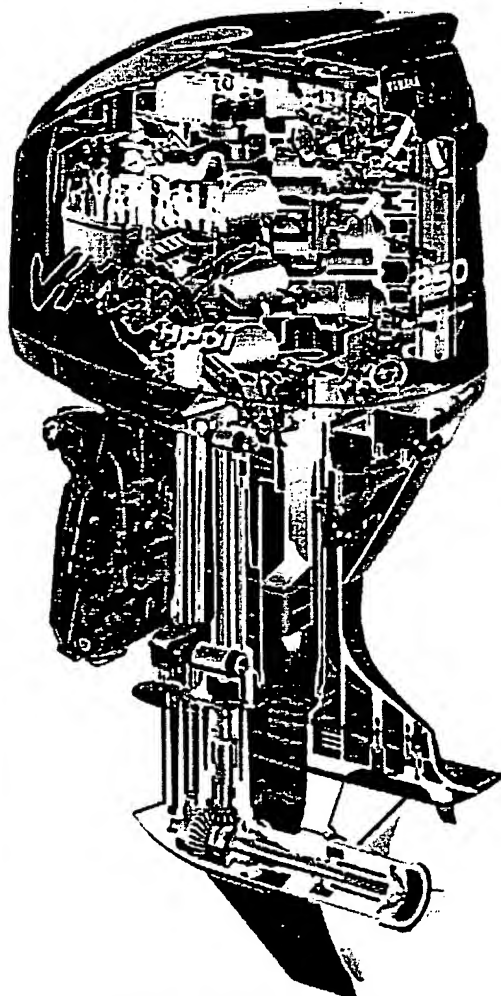
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Jay Yelas Wins
2002 Cigo Bassmaster Classic

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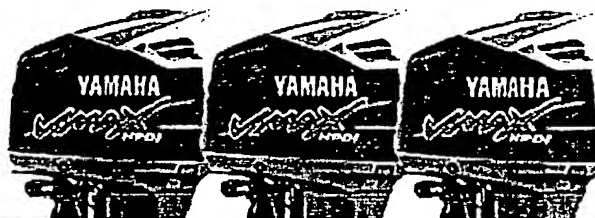


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New 250HP 3.3L HPDI

New 225HP 3.3L HPDI



200HP 2.6L HPDI

175HP 2.6L HPDI

150HP 2.6L HPDI

AWESOME POWER.

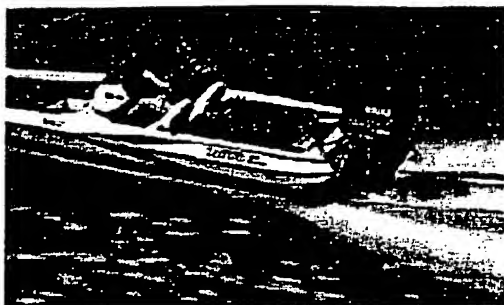
INCREDIBLE CONTROL.

The amazing New V Max® 250 HPDI. The bass won't know what hit 'em. There's never been a bass boat engine with performance that rivals the new 250 V MAX® HPDI. Not by Yamaha. Not by anyone. Hit the hammer and you'll feel a surge of acceleration that'll make you catch your breath. When you think you've hit top speed, think again. This 250-horse, marine-inspired 3.3 Liter V6 Big Block has the highest top speed of any bass engine we've ever made. Our next-generation HPDI has turned up the pressure from 700psi to an astounding 1000psi, squeezing more acceleration and speed from every tiny droplet of fuel.

Handling and control has reached an all-time high, thanks to a hydrodynamic, bullet-shaped lower unit that reduces drag and water disturbance on the 3.3L V MAX® models. As you fly across the water, you'll marvel at the virtually effortless straight tracking. A unique curve on the skeg dramatically offsets steering torque during acceleration, top-end speed and deceleration. It's the first lower unit of its kind ever offered as part of a stock outboard. The difference is so discernible, all it'll take is one test drive and, like that trophy bass, you'll be hooked.

HIGH PRESSURE DIRECT INJECTION. IF YOU'VE GOT THE FEVER, WE'VE GOT THE CURE.

The heat of high stakes competition can make any pro break into a cold sweat. Now Yamaha turns the pressure up even higher, with the new V MAX® HPDI that screams PERFORMANCE. A blistering, 225 and 250-horse V MAX®, built on a whole new V6 3.3-liter, 204ci, V 76° block with our new 1000psi HPDI system. Designed to power today's larger



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Click on image for larger picture

bass boats, these are the bass outboards you can rely on to get you out of the hole quicker, and to the next one faster. Not only have we taken acceleration and top-end to an all-new high, but now you have more range and fuel economy than ever before, without compromising performance. In a recent test, the 250 HPDI posted fuel savings as much as 30% higher than a conventional outboard at speed. The advanced Engine Control Module (ECM) uses data from six sensors to deliver just the right amount of fuel, as it's needed. And the proven homogeneous-style Combustion Chamber optimizes power in the all-important 2500-5500 rpm range. Proven reliability is engineered in, from the instant starts of the microprocessor ECM and tough, long-life Strong-Forged Pistons to the best anti-corrosion system in the business. With all their water-boiling power, the 225 and 250 V MAX® HPDI's exceed the Federal EPA 2006 emission requirements, and have earned a California C.A.R.B. two-star rating for very low emissions. And it's all backed by Yamaha's Two-Year Limited Warranty. Got tournament fever? No sweat. Just get a V MAX®.

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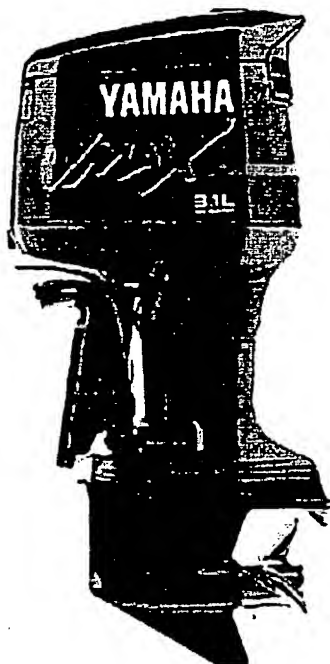
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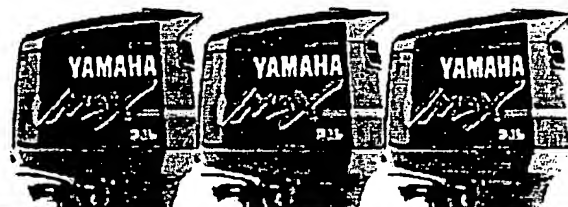
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250 OX66 V MAX 225 OX66 V MAX 200 OX66 V MAX



V MAX® OX66.

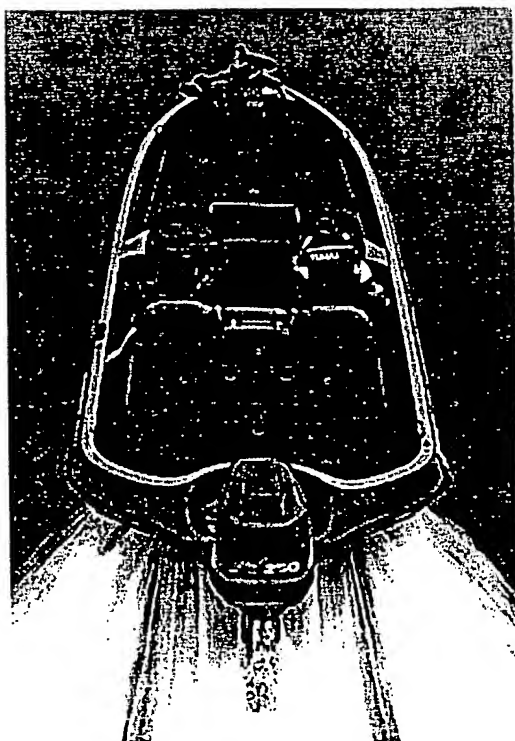
FAST, FURIOUS AND AFFORDABLE.

Yamaha V MAX® outboards with OX66™ Advanced Fuel Injection are the perfect blend of performance and affordability. Quick on the trigger and big on speed, this is the engine that made the V MAX® name a legend on the competitive trail. Yamaha's OX66™ technology was the first marine EFI to attain automotive fuel injection standards. An exclusive O2 Sensor continually adjusts the fuel/air mix for instant throttle response and superior fuel economy. Six independent throttle intakes optimize air and fuel delivery for heart-in-your-throat acceleration and top-end speed. The RAM Air cowl dramatically boosts engine air flow. Precision Blend™ Oil Injection injects oil as it's needed. The list of performance features goes on and on. You can have your OX66™ V MAX® model in a bruising 250hp, 225hp or 200hp.

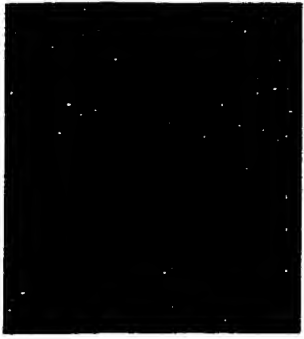
In addition, hard rubber motor mounts stabilize steering response at high speeds and in rough water. The offset crankshaft provides precisely synchronized firing order for a smooth, powerful ride. And, a two-stage vapor separator keeps fuel cool and conserves battery power.

- **Yamaha's Microcomputer** continually monitors all major engine functions.
- **Freshwater Flush Device** enables you to flush the engine without starting the engine.
- **Low Water Pick-up** improves cooling performance and setup flexibility.
- **The Optional VX-MAX® Prop** was designed especially to maximize performance on the muscular V MAX® 250/225/200.

OX66™ - Uncompromising Performance And Reliability. From the start, V MAX® OX66™ outboards have earned a reputation for smooth-running reliability and rugged, long-life durability. And we back them up with one of the best two-year limited warranties on the water.



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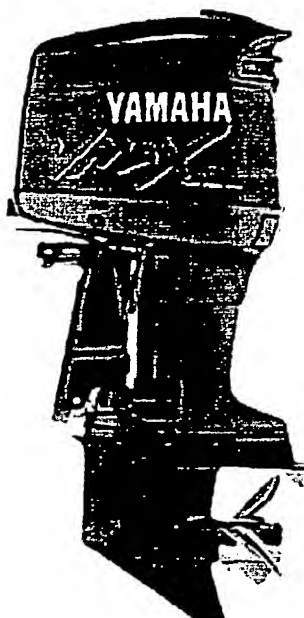
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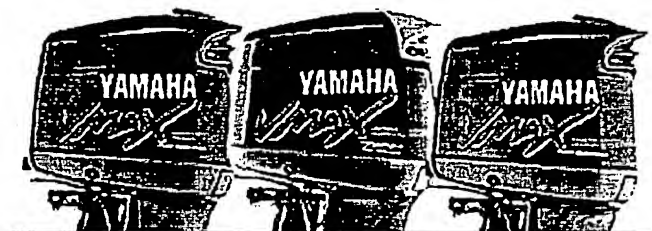
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2003 V MAX Series 2.6L OX66 / Carb Information



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150 2.6L OX66 V MAX[®] TRP[®] 150 2.6L OX66 V MAX[®] 150 2.6L Carbureted

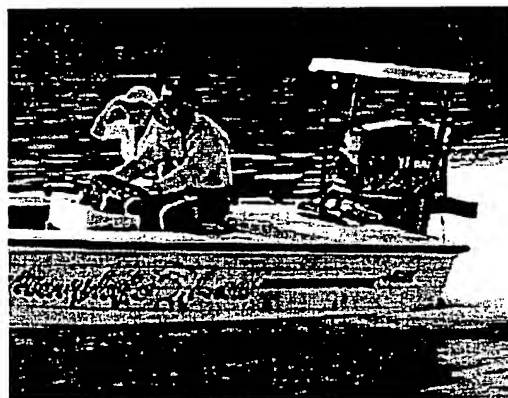


V MAX[®] OX66.

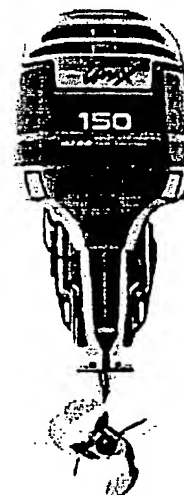
FAST, FURIOUS AND AFFORDABLE.

Take your pick of three 150-horse models, including an OX66[™] V MAX[®] with TRP[®].

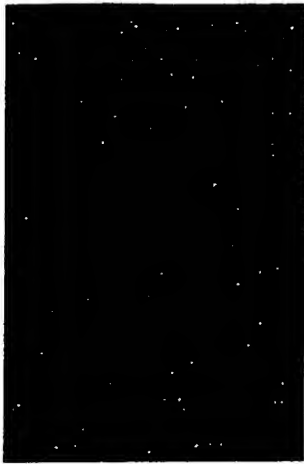
The innovative TRP[®] has twin, counter-rotating props that balance thrust and reduce torque for enhanced hole shot, acceleration and straight-ahead control. The TRP[®] reduces cavitation, chine walk and steering torque. Bow rise is reduced during hole shot for quicker acceleration. The twin props have 60% more blade surface than standard props.



Click on image for larger picture



V MAX[®] OX66[™] outboards feature the first marine electronic fuel injection system to rival automotive standards. Six independent fuel injectors, along with our exclusive Oxygen Sensor provide peak performance and far-ranging fuel efficiency. It's a simple equation. If you want to be a winner, run with the winner.



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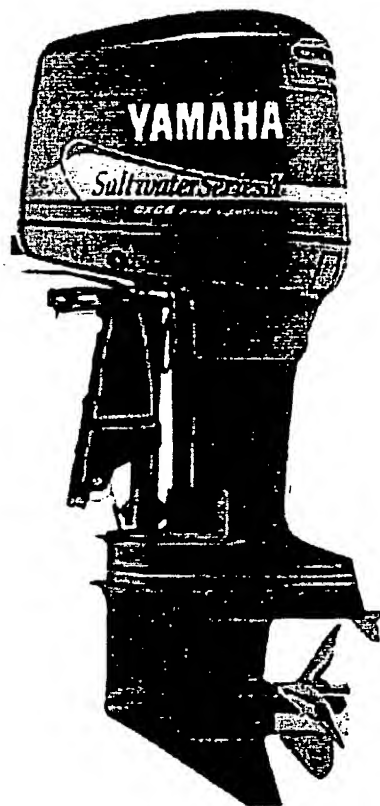
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200/150 OX66 EFI Saltwater Series II



CONFIDENCE IS STANDARD EQUIPMENT.

Quick, Sure Starts. Powerful Performance. What is it about the big water? Maybe it's the salt spray in your face as you head offshore for your favorite fishing spot. Or the thrill when your line twitches and a monster sail explodes from a dead-calm sea. Whatever it is, once you get a taste of it you're more hooked than any fish will ever be. And when you're out there, miles from shore, you want oceangoing outboard power that's trusted and proven.

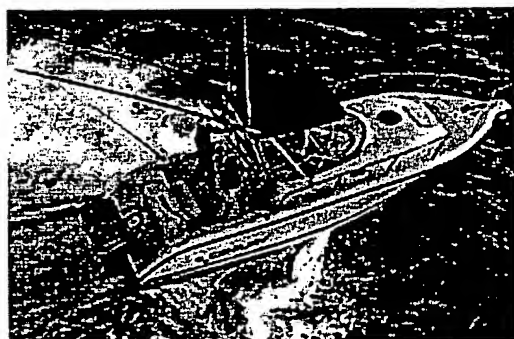
You want a Yamaha Saltwater Series II outboard, the ultimate outboard for large-hull offshore boats with multiple applications. With Yamaha's OX66™ Advanced Fuel Injection - the first outboard EFI to achieve automotive standards. Eight different sensor inputs ensure instant starts, quick response, superior top-end performance, and long-range fuel economy. Our exclusive O2 Sensor ensures precision fuel output by monitoring exhaust oxygen content. A Two-Stage Vapor Separator saves battery power. It's the most advanced EFI on the water.

There are more blue-water features. Yamaha's PrimeStart™ Autochoke ensures quick, sure starts. The Dual Engine System gives you one-hand control of both engines. Counter Rotating propellers keep your course straight and true. And our unique Controlled Combustion System (CCS) automatically switches from six cylinders to four, for smooth, quiet low-speed operation when you're trolling - and up to 32% more fuel economy. Yamaha Saltwater Series II outboards are made for the sea.

IT'S EASY TO SEE WHY ON THE BIG WATER, YAMAHA IS NUMBER ONE.

Pulsed tuned and loop charged, with the power of Yamaha's OX66™ Advanced Fuel Injection system, your Yamaha Saltwater Series II outboard will slice effortlessly through the whitecaps after that prize catch. You'll love the instant starts, crisp acceleration and fast, fuel-efficient cruising speed.

But how does it perform against your greatest saltwater adversary, corrosion? Flawlessly. We spent ten years developing the industry's leading anti-corrosion system. It

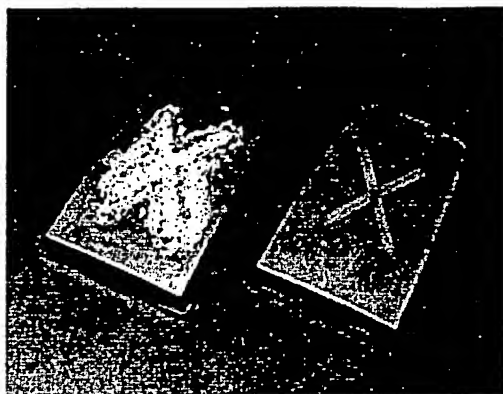


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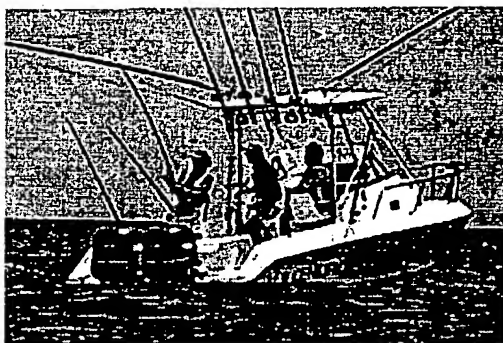




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starts with our breakthrough YDC-30 alloy of aluminum, silicon, magnesium and titanium. All critical engine components are made of stainless steel, with a special zinc coating for maximum protection. Our proprietary ACP-221 Paint Process adds a 5-layer barrier against salt, sand, sun and the elements: 2 layers of strontium chromate epoxy primer, 2 layers of acrylic resin finish and a final acrylic urethane clear coat with UV inhibitors.

Sacrificial anodes are generously placed throughout. All wire connectors are O-ring sealed. And our famed Sure-Seal Tri-Latches seal the one-piece cowl watertight. The battle against corrosion is finally over.

Head confidently out to sea with a Yamaha Saltwater Series II. And they're all covered by Yamaha's 2-Year Limited Warranty.

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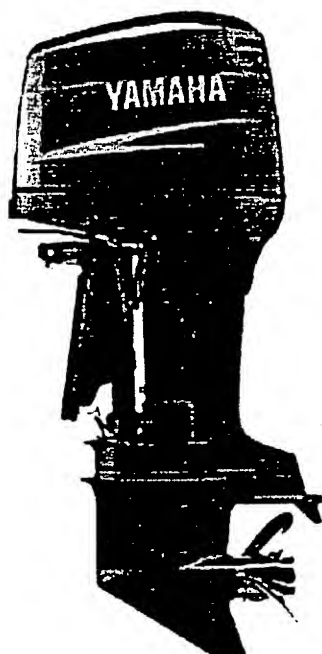
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150HP

130HP

115HP



**TRIED AND TRUE YAMAHA DEPENDABILITY.
ANY WAY YOU WANT IT.**

High Power

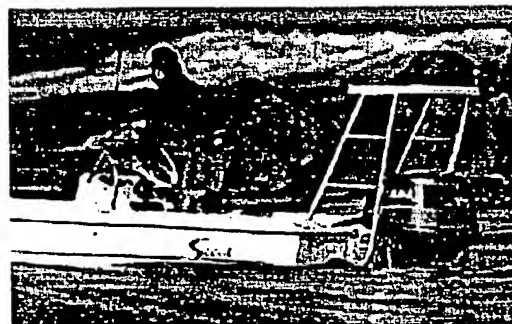
If you've got your sights on a two-stroke, check out this lineup. You have a full range of powerful Yamahas to choose from.

You're ready for anything with one of these brawny outboards. Ski, fish or just cruise, with 200 or 150 horses fueled by our high-performance OX66™ Advanced Electronic Fuel Injection.

The perfectly balanced V block and our Offset Crankshaft design smooth the way at any speed. The wide-range Power Trim and Tilt delivers outstanding hole shot and acceleration. And the sound-dampening aerodynamic cowl keeps all those horses quiet.



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- **PrimeStart™ System** provides quick, consistent starts in hot or cold conditions.
- **Precision Blend™ Oil Injection** automatically injects just the right amount of oil into each individual intake manifold based on current engine load and speed, to optimize performance and reliability.
- **Loop Charging** increases combustion efficiency to optimize performance and fuel economy.

Two Stroke Technology. That's Yamaha through and through.

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Yamaha Motor Corporation, USA - 2003 Two Stroke Series High Power Information



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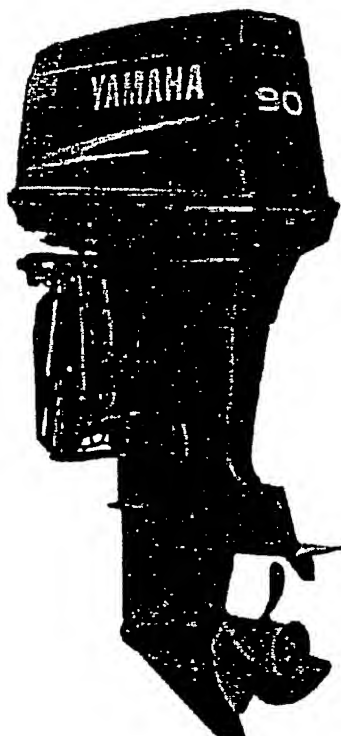
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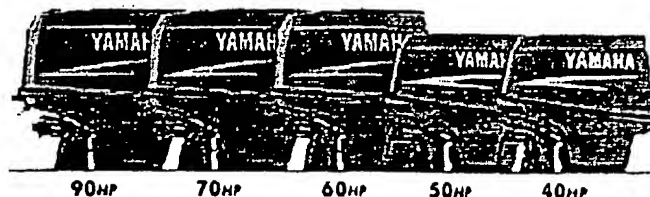
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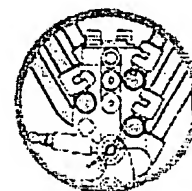


**TRIED AND TRUE
YAMAHA DEPENDABILITY.**

MIDRANGE

Looking for a midrange? These pulse-tuned, 3-cylinder, 40hp - 90hp dynamos are the most powerful in their class.

They're packed with features usually found only on larger engines, and you can have your choice of either Remote Control Steering or our Multifunction Tiller Handle for fingertip control of starting, trim/tilt, shifting and throttle.



On all Midrange models, Precision Blend™ Oil Injection provides cleaner, smoother trolling. Loop Charging and Pulse Tuning maximize performance.

**Precision Blend™
Oil Injection**



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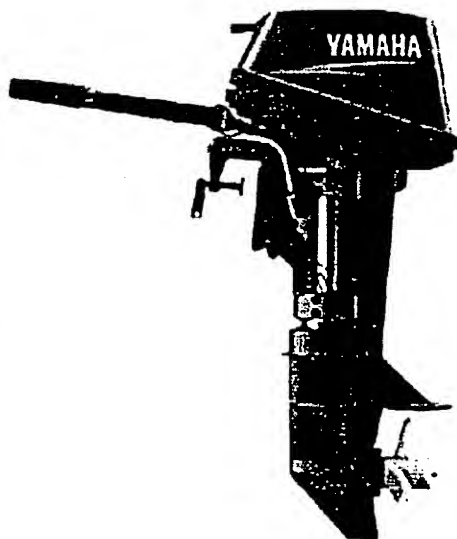
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25HP

15HP

9.9HP

8HP



**TRIED AND TRUE
YAMAHA DEPENDABILITY.**

PORTABLE

If you need power for inflatables, aluminum jon boats or canoes, pick up a Yamaha Portable. They're among the smallest, lightest, and most powerful portables on the market.




They've got CD Ignition for quick starts, either Loop Charged or Cross Flow Induction for smooth trolling, and so much more. You get a lot with even the littlest Yamaha.

On all Portables, Yamaha's Shallow Water Drive keeps the prop and lower unit out of harm's way in skinny water.

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2003 Outboards

DF140 DF115/90 DF70/60 DF50/40 DF30/25 DF15/9.9 DF6/4

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The World Leader in Fuel-Injected 4-Stroke

New for 2003! Portable 4 and 6 horsepower 4-stroke outboards.



Dependable Suzuki 4-strokes are the featured outboards of SeaWorld San Diego.

Suzuki Marine. World Leader in Fuel-Injected 4-Stroke

Performance that Leaves Everything Else in Your Wake

You can lead or you can follow. Suzuki has always been a leader in the development of fast, efficient and reliable outboards. You can see that in the fact that no one offers more modern, technologically-advanced EFI 4-strokes than Suzuki. The advantages of a 4-stroke are obvious. They run more cleanly, so they're environmentally friendly. They get up to 75% better gas mileage than a comparable 2-stroke, so they offer a longer range and are a lot cheaper to run. And when you're talking about a Suzuki 4-stroke, you've got to add in reliability, backed by a three-year limited warranty.

Race-Bred Power

In all honesty, when it comes to power and performance, Suzuki has an unfair advantage over competitors. We've been racing and winning with our motorcycles for decades. So we can use that experience, that technical knowledge and some of those parts to build world-class 4-stroke outboards. Take the cover off a Suzuki 4-stroke and you're likely to find tuned intake system, into-2-into-1 exhaust systems, electronic ignition, overhead cams, multiple valves, and of course digital fuel injection. We run low gear ratios so we can pull a bigger prop for crisp acceleration. We keep things compact so the power goes to pushing the boat. In fact, Suzuki 4-strokes typically have the best power-to-weight ratios in their



SeaWorld

class

Of course, if nothing but a big V-6 2-stroke will do, we've got those too.

Good to Go on Any Boat



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2003 Outboards

DF140

DF115/90

DF70/60

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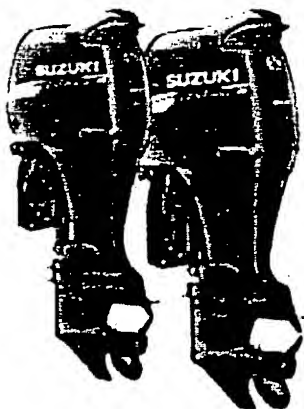
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Suzuki 4-Stroke



Specifications

DF140

140 HP 4-Stroke Digital EFI

Prop shaft horsepower:

140

Cylinders:

I-4

Displacement:

124.7 cu. in. (2044 cc)

Shaft Length:

Long 20" XLong 25"

Counter Rotation Available

Specifications

DF115/DF90

115/90 HP 4-Stroke Digital EFI

Prop shaft horsepower:

115/90

Cylinders:

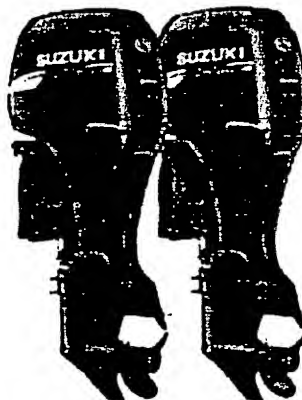
I-4

Displacement:

118.9 cu. in. (1950 cc)

Shaft Length:

Long 20" XLong 25"



Specifications

DF70/DF60

70/60 HP 4-Stroke Digital EFI

Prop shaft horsepower:

70/60

Cylinders:

I-4

Displacement:

79.2 cu. in. (1298 cc)

Shaft Length:

Long 20"



Specifications

DF50/DF40

50/40 HP 4-Stroke Digital EFI

Prop shaft horsepower:

50/40



Cylinders:
I-3
Displacement:
49.7 cu. in. (815 cc)
Shaft Length:
Long 20"



Specifications

DF30/DF25

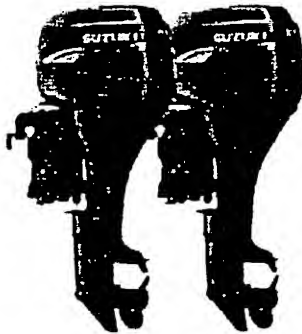
30/25 HP 4-Stroke

Prop shaft horsepower:
30/25

Cylinders:
I-3

Displacement:
36.4 cu. in. (597 cc)

Shaft Length:
Short 15" Long 20"



Specifications

DF15/9.9

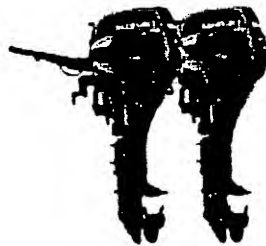
15/9.9 HP 4-Stroke Digital EFI

Prop shaft horsepower:
15/9.9

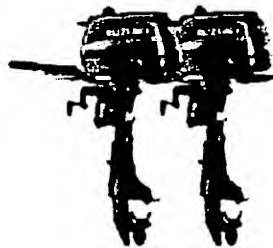
Cylinders:
I-2

Displacement:
18.4 cu. in. (302 cc)

Shaft Length:
Short 15" Long 20"



New
for
2003



Specifications

DF6/4

4/6 HP 4-Stroke Portables

Prop shaft horsepower:
4/6

Cylinders:
1

Displacement:
8.4 cu. in. (138 cc)

Shaft Length:
Short 15" Long 20"

Past Showrooms



2003 Outboards

DF140

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2-Stroke

6 Cylinders of Awesome 2-Stroke EFI Performance

What's the challenge? Miles of heavy seas before you reach port? Big water between you and your secret fishing spot? Tandem skiers or a rough stretch of river? No matter what you're facing, a big Suzuki 2-stroke V-6 will power through just about anything King Neptune throws at you.

Specifications

DT225/ DT150S/ DT150

225/150S/ 150 HP 2-Stroke

Prop shaft horsepower:

225/150S/ 150

Cylinders:

V-6 (60 Degrees)

Displacement:

164.3 cu. in.

Shaft Length:

Long 20" (DT150S)

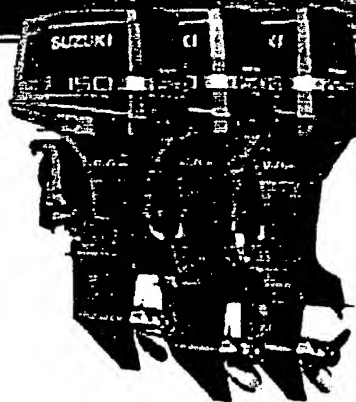
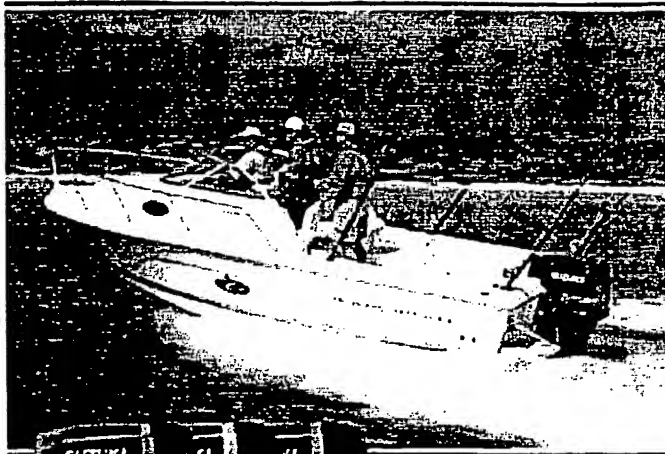
XLong 25" (DT225/ DT150)*

*Counter Rotation Available

High-Speed Water Ride

The keys to Suzuki 2-stroke performance are digital electronic fuel injection and Microlink Ignition

System. They work together to constantly adjust the fuel charge and the ignition timing so the engine delivers aggressive, "go for it" performance in all conditions and at all speeds. From big offshore powerboats to nimble bass boats, Suzuki's EFI V-6 2-strokes are the only way to fly.



Engineered for the Long Run

Gravity-fed oil injection automatically delivers just the right amount of oil whenever it's needed. An engine monitor gauge makes it easy to keep track of the oil level, oil flow, engine temperature and over-rev conditions. Corrosion protection is provided by a system of specially engineered paint, coatings, bonding wires and sacrificial anodes.

DT225 | DT200 | DT150

2-Stroke EFI Offshore Power for Your Big Adventures

Suzuki's fuel injected big block V-6 outboards start right up, whether it's a cold, rainy morning or a steamy late afternoon thanks to Suzuki's exclusive Microlink electronic ignition system.

Digital electronic fuel injection (EFI) makes starting easier and keeps your Suzuki running smoothly and efficiently all day long. Sensors located throughout the engine measure engine-operating conditions, such as the heat build-up in the block, the ambient temperature of the air and the anticipated load on the engine.

spark timing and fuel charge are precisely controlled to deliver exactly what each cylinder needs for maximum power and performance. You might say every rev is custom tailored to meet the your particular needs.

Suzuki V6 outboards shift smoothly, too, without "clunking" into gear, thanks to a desmodromic shifting system in the lower unit.

Since offshore conditions tend to be rather salty, corrosion protection is also a priority at Suzuki. Each outboard is built from an aluminum alloy specially chosen for its resistance to salt water corrosion. Engineered coatings and paints protect exposed surfaces and a system of stainless steel parts, bonding wires and sacrificial zinc anodes work together to defeat the effects of surf and spray. Fresh water flush out ports make clean up back at the docks a snap.

Perhaps most importantly, Suzuki outboards are proven performers. From the chilly waters of the Pacific Northwest to the tropics of Key West, Suzuki outboards are on the boats of people who want more from their outboards than an occasional dance. If it's a passion, not just a pastime, you want a Suzuki.



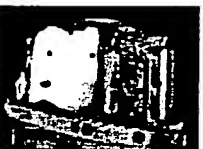
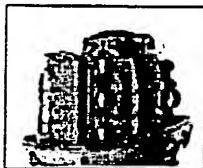
225 HP
DIGITAL EFI
OFFSHORE V-6
Prop Shaft
Horsepower: 225
Cylinders:
V-6 (60°)
Displacement:
164.3 cu. in.
(2.7 L)
Shaft Length:
XLong 25"



200 HP
DIGITAL EFI
OFFSHORE V-6
Prop Shaft
Horsepower: 200
Cylinders:
V-6 (60°)
Displacement:
164.3 cu. in.
(2.7 L)
Shaft Length:
XLong 25"



150 HP
DIGITAL EFI
OFFSHORE V-6
Prop Shaft
Horsepower: 150
Cylinders:
V-6 (60°)
Displacement:
164.3 cu. in.
(2.7 L)
Shaft Length:
XLong 25"



SUZUKI 2-STROKE MOTORS FEATURE:

BIG BLOCK V-6 POWERHEAD. Proven performance starts with Suzuki's big block 2.7 liter V-6 powerhead. Our 225 remains our top gun, thanks to digital EFI coupled with a unique dual spark plug head and ceramic-fiber reinforced pistons for more power out of every stroke.

SEQUENTIAL EFI. The 150 and 200 employ sequential multi-point digital electronic fuel injection to deliver power on demand, whatever speed your running. Other performance features include redesigned combustion chambers, dynamically balanced crankshafts and tuned exhaust.

INTEGRAL FRESH WATER FLUSH OUT PORT makes it easy to flush your cooling system using a standard garden hose.

MARINE GRADE STAINLESS STEEL PROPS are standard equipment on all Suzuki V-6 and 115 EFI 1-4 outboards. In other words, there's no extra charge for your propeller.

SUZUKI'S MICROLINK IGNITION SYSTEM AND DIGITAL EFI work together, monitoring engine and environmental conditions. Spark timing and fuel charge are constantly adjusted to deliver spot-on performance and improved fuel efficiency.

GRAVITY-FED OIL INJECTION on all Suzuki 2-stroke EFI outboards provides just the right amount of oil simply and dependable, without extra pumps and plumbing. This is a benefit you won't get with any other brand.

ENGINE MONITOR GAUGE is standard equipment with all Suzuki 2-stroke outboards from 85 hp on up. It keeps you informed of engine conditions including oil level and flow, engine temperature and over-rev conditions.

COMPREHENSIVE CORROSION PROTECTION is the result of a systematic approach including a multi-step surface treatment with quality coatings and finish coats, key stainless steel engine and drivetrain parts, and sacrificial anodes and bonding wires.

Contact your local dealer for details on the best warranty in the Marine industry.

225

200

150

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DT100 | DT85 | DT25 | DT6 | DT5

Outboards You Can Count On From 5 to 100 Horsepower

If there were just one kind of boat, we'd only make one kind of outboard. But we know there are hundreds of different boats out there; that's why Suzuki makes a full line of outboards to meet the needs of the widest variety of boaters.

Take our 100 horsepower V4. It's compact 70° V-block features loop-charged induction and tuned exhaust for more power and better fuel efficiency. Microlink ignition controls spark timing for smooth performance and quick, sure starting.

Check out the 3-cylinder 85 horsepower Suzuki. 1.2 liter displacement means plenty of power, especially at the low end. IC ignition monitors engine conditions to assure you of quick starts and smooth running. Like most Suzuki 2-strokes, the 85 has our exclusive integrated gravity-fed oil injection system so you don't have to worry about external oil reservoirs and extra pumps and plumbing.

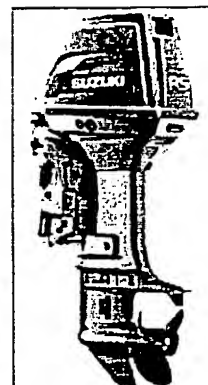
Our 25 horsepower outboard delivers big block performance in a compact package. 3 cylinders crank out the power you need for slow speed maneuvering or top end running. Like it's 85-horse big brother, the 25 features IC Ignition for reliable starting and even acceleration. If you need a reliable workhorse, don't overlook Suzuki's 25.

For portable 2-stroke power, you can choose from either our 5 or 6 horsepower models. Lightweight and reliable, they're the perfect choice for dinghies and inflatables, even small fishing boats. The 6-horse model comes with a 3-gallon fuel tank and the 5 has an integral .7 gallon tank.

Contact your local dealer for details on the best warranty in the Marine industry.



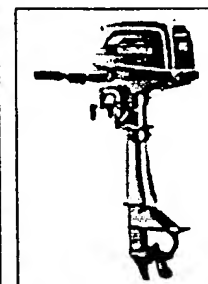
100 HP
Prop Shaft
Horsepower: 100
Cylinders:
V-4 (70°)
Displacement:
86.6 cu. In.
(1.4 L)
Shaft Length:
Long 20"



85 HP
Prop Shaft
Horsepower: 85
Cylinders: 3
Displacement:
73 cu. In.
(1.2 L)
Shaft Length:
Long 20"



25 HP
Prop Shaft
Horsepower: 25
Cylinders: 3
Displacement:
33.1 cu. In.
(543cc)
Shaft Length:
Long 20"
Short 15"



6 HP
Prop Shaft
Horsepower: 6
Cylinders: 2
Displacement:
10.1 cu. In.
(165cc)
Shaft Length:
Long 20"
Short 15"



5 HP
Prop Shaft
Horsepower: 5
Cylinders: 1
Displacement:
6.67 cu. In.
(109.3cc)

Shaft Length:
Long 20"
Short 15"

100

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DF70 | DF60 | DF50 | DF40

4 Reasons To Buy a Suzuki Fuel Injected 4-Stroke

There are many good reasons to make a Suzuki 4-stroke your next outboard motor, but four reasons stand out.

Power. Our 40 and 50 horse models employ a dual overhead cam design with 4 valves per cylinder. The 60 and 70 horse models utilize a single overhead cam. Coupled with pulse-tuned intake manifolds and electronic fuel injection, each cylinder gets precisely the right charge of fuel for great low end performance and top end speed.

Fuel Efficiency. Nothing is worse than nursing your boat back to the fuel dock worrying about running out of gas. With Suzuki's 4-strokes, that worry is a thing of the past. These mid-range outboards deliver range up to 75% greater than comparable 2-strokes and up to 30% better than competitive 4-stroke models. Sequential fuel injection and electronic ignition for allow Suzuki 4-strokes to get the most out of every drop of fuel.

Quiet. Boating writers have heralded Suzuki's mid-range 4-strokes as the quietest of the 4-strokes. Thanks to specially designed and insulated cowlings and long-track intake manifolds, you'll be listening to the sounds of nature instead of the rattle of an old outboard.

Reliable. With Suzuki's 4-strokes, you can rely on solid-state ignition and electronic fuel injection to get you started and on your way. Contact your local dealer for details on the best warranty in the Marine industry.

Check out all the great features on our mid-range fuel injected 4-strokes, winners of the prestigious IMTEC Innovation Award for two years running.



70 HP
4-Stroke
Digital EFI
Prop Shaft
Horsepower: 70
Cylinders: 1-4
Displacement:
79.2 cu.in.
(1.3L)
Shaft Length:
Long 20"



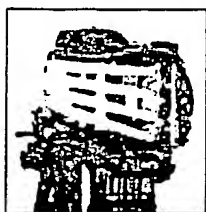
60 HP
4-Stroke
Digital EFI
Prop Shaft
Horsepower: 60
Cylinders: 1-4
Displacement:
79.2 cu.in.
(1.3L)
Shaft Length:
Long 20"



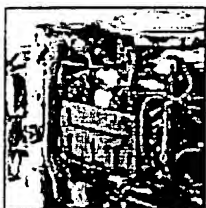
50 HP
4-Stroke
Digital EFI
Prop Shaft
Horsepower: 50
Cylinders: 1-3
Displacement:
49.7 cu.in.
(815cc)
Shaft Length:
Long 20"



40 HP
4-Stroke
Digital EFI
Prop Shaft
Horsepower: 40
Cylinders: 1-3
Displacement:
49.7 cu.in.
(815cc)
Shaft Length:
Long 20"
Short 15"



SUZUKI 4-STROKE MOTORS FEATURE:
SOHC 8-VALVE IN-LINE 4 POWERHEAD based on Suzuki's 1.3L automotive engine, a proven performer. (70/60 HP)



DOHC 12-VALVE IN-LINE 3 POWERHEAD based on Suzuki's 3-cylinder automotive engine, uses multiple valves and twin camshafts to maximize engine performance and efficiency. (50/40 HP)



LONG-TRACK INTAKE MANIFOLD made of special increases the velocity of the fuel/air mix for more power and quieter operation. (70,60,50,40 HP)



SOLID STATE IGNITION SYSTEM provides twice as much power to the spark plug, allowing for cleaner, more complete combustion - and maximum power with every stroke. (70,60,50,40 HP)



SEQUENTIAL MULTI-POINT DIGITAL EFI delivers improved fuel economy and extended range on a single tank of fuel. Suzuki's exclusive EFI system continuously monitors engine conditions and delivers the precise fuel/air mix to each cylinder. The power curve was tuned to deliver smooth acceleration with quick throttle response. (70,60,50,40 HP)

ENCLOSED TIMING CHAIN is bathed in oil and features an automatic hydraulic chain tensioner to improve service life and eliminate periodic maintenance. (50/40 HP)

DIRECT IGNITION SYSTEM is compact and simpler in design because it uses fewer parts than conventional ignition systems. Maintenance is simplified, reliability is improved and electrical noise is reduced. (50/40 HP)

HIGH OUTPUT ALTERNATORS 21.5 amp on 70 and 60 HP and 18 amp on 50 and 40 HP, keep your electronics running, even during the hours of trolling.

COMPUTER DIAGNOSTIC SYSTEM allows your dealer to troubleshoot quickly and reduce service time. (70,60,50,40 HP)

WARRANTY Contact your local dealer for details on the best warranty in the Marine industry.

Suzuki Four-Stroke Performers Will Exceed Your Expectations

DF70/60 [Click here to download](#)
a printable, full color brochure
in Acrobat PDF format.



DF50/40 [Click here to download](#)
a printable, full color brochure
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DF30 | DF25 | DF15 | DF9.9

New 25 And 30 Horsepower 4-Stroke Outboards For Your Kind of Boating

Compact outboard motors meet the needs of a wide variety of boaters. That's why Suzuki is proud to bring new performance capabilities to this class with new 25 and 30 horsepower 4-stroke outboards.

New Suzuki 25 and 30 horsepower outboards feature a newly designed 3-cylinder powerhead. A single overhead camshaft drives 9 valves, with two intake valves and a single exhaust valve for each cylinder. Total displacement is 33.6 cubic inches, the largest displacement in its class. Overall, this powerhead layout provides added power and torque with each revolution.

Suzuki has also incorporated its proven enclosed timing chain design first seen in outboards on its IMTEC Innovation Award-winning 40 and 50 horsepower 4-strokes. The automotive type timing chain is enclosed and continually bathed in oil. An automatic hydraulic tensioner keeps the chain tight and virtually eliminates periodic adjustment.

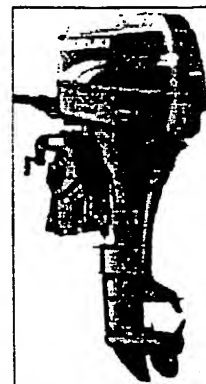
Performance is enhanced by triple Mikuni carburetors with accelerator pumps and a new digital CDI ignition system. These new Suzuki outboards start without complaint, idle smoothly and provide crisp acceleration from idle to wide-open throttle. All this, while delivering exception fuel economy, up to 80% better than comparable 2-strokes.

These new outboards, like all Suzuki 4-strokes, already meet federal EPA exhaust emissions standards for 2006. These clean burning engines also run extraordinarily quiet, thanks to specially designed intake baffles and a new tighter-fitting cowl seal.

If you want compact or portable 4-stroke power, take a look at Suzuki's 9.9 and 15, or new 25 and 30 horsepower models.



**30 HP
4-STROKE**
Prop Shaft
Horsepower: 30
Cylinders: 3
Displacement:
33.6 cu. In.
(597cc)
Shaft Length:
Long 20"
Short 15"



**25 HP
4-STROKE**
Prop Shaft
Horsepower: 25
Cylinders: 3
Displacement:
33.6 cu. In.
(597cc)
Shaft Length:
Long 20"
Short 15"



**15 HP
4-STROKE**
Prop Shaft
Horsepower: 15
Cylinders: 2
Displacement:
18.4 cu. In.
(302cc)
Shaft Length:
Long 20"
Short 15"



**9.9 HP
4-STROKE**
Prop Shaft
Horsepower: 9.9
Cylinders: 2
Displacement:
18.4 cu. In.
(302cc)
Shaft Length:
Long 20"
Short 15"



SUZUKI 4-STROKE MOTORS FEATURE:

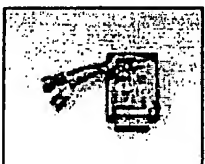
NEW SOHC 9-VALVE INLINE 3 POWERHEAD with two intake valves and a single exhaust valve for cylinder yield increased power and torque. (25/30 HP)



ENCLOSED TIMING CHAIN is bathed in oil and an automatic hydraulic chain tensioner to improve service life and eliminate periodic maintenance (25/30 HP)



TRIPLE MIKUNI CARBERETORS with accelerator pumps deliver smooth acceleration and crisp response. (25/30 HP)



NEW DIGITAL CDI IGNITION and large capacity CPU provide easy starting, optimum performance and stable rpms from idle to wide-open throttle. (25/30 HP)



GAS ASSISTED TILT SYSTEM allows for easy engine tilt. Optional power trim and tilt is also available on both the 25 and 30 HP model. (25/30 HP)

COMPRESSION REDUCTION STARTING SYSTEM on 9.9 and 15 horsepower models provides easy starting.

INTAKE BAFFLING CHAMBER, THRU-HUB EXHAUST AND COWLING SEALS make these 4-stroke outboards exceptionally quiet at idle and while underway.

NEW STEERING TENSIONING SYSTEM makes it possible to easily adjust steering rotation while underway. (25/30 HP)

INTEGRAL FRESH WATER FLUSH OUT PORT makes it easy to flush your cooling system using a standard garden hose. (25/30 HP)

COMPREHENSIVE CORROSION PROTECTION is the result of a systematic approach including a multi-step surface treatment with quality coating and finish coats, key stainless steel engine and drivetrain parts, and sacrificial anodes and bonding wires.

WARRANTY Contact your local dealer for details on the best warranty in the Marine industry..



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DT150S | DT140 | DT115

From Zero To Fishing...
Or Wherever Else You Want To Go

You may not want the biggest, but chances are, you do want the best. That's just what you'll get with Suzuki's fuel injected 150, 140 and 115 horsepower fuel injected outboards.

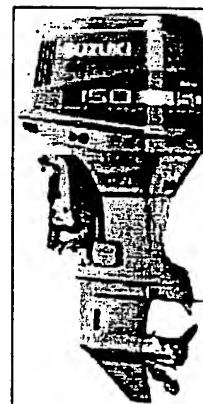
Suzuki EFI outboards are perfect for a wide variety of salt and fresh water boats. Our Bass 150 has seen action on some of the top bass boats and is a force to be reckoned with. Our 140 and 115 can do duty on a variety of boats, from flats and bay boats to deck boats and runabouts. Or double 'em up for the power you need on today's new breed of power catamarans.

Like their offshore brothers, these outboards start with Suzuki's advanced sequential fuel injection and Microlink ignition, digitally controlled to deliver the precise fuel charge at exactly the right time. In addition to providing excellent fuel efficiency, you'll get easy starts, and exceptional throttle response. Whether you're putting the hammer down to beat the weather home or trolling for hours, your Suzuki EFI outboard will respond to your command without complaint, without hesitation.

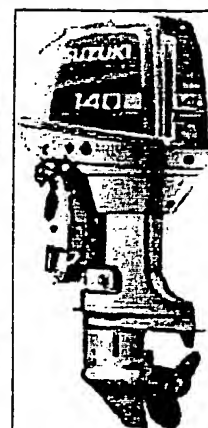
Gravity fed oil injection carefully controls the fuel/oil mix, delivering exactly what you need as you need it. And since it's self-contained under the hood, there are no extra hoses, extra pumps or transom-mounted oil reservoirs to mess with.

These outboards deliver technology that you can count on, that's been proven on countless fishing trips and cruises all across the country. Contact your local dealer for details on the best warranty in the Marine industry.

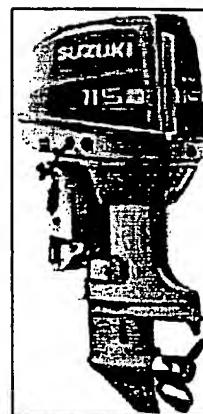
When you're ready to run, run with a Suzuki fuel injected outboard.



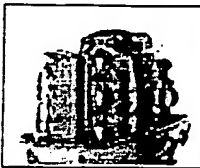
BASS 150 HP
DIGITAL EFI
Prop Shaft
Horsepower: 150
Cylinders:
V-6 (60°)
Displacement:
164.3 cu. in.
(2.7 L)
Shaft Length:
Long 20"



140 HP
DIGITAL EFI
Prop Shaft
Horsepower: 140
Cylinders: I-4
Displacement:
108.2 cu. in.
(1.8 L)
Shaft Length:
XLong 25"
Long 20"



115 HP
DIGITAL EFI
Prop Shaft
Horsepower: 115
Cylinders: I-4
Displacement:
108.2 cu. in.
(1.8 L)
Shaft Length:
Long 20"



SUZUKI 2-STROKE MOTORS FEATURE:

SEQUENTIAL EFI. The 150, 140 and 115 employ sequential multi-point digital electronic fuel injection to deliver power on demand, whatever speed you're running. Other performance features include redesigned combustion chambers, dynamically balanced crankshafts and tuned exhaust.

INTEGRAL FRESH WATER FLUSH OUT PORT makes it easy to flush your cooling system using a standard garden hose.

MARINE GRADE STAINLESS STEEL PROPS are standard equipment on all Suzuki V-6 and 115 EFI-4 outboards. In other words, there's no extra charge for your propeller.

SUZUKI'S MICROLINK IGNITION SYSTEM AND DIGITAL EFI work together, monitoring engine and environmental conditions. Spark timing and fuel charge are constantly adjusted to deliver spot-on performance and improved fuel efficiency.

GRAVITY-FED OIL INJECTION on all Suzuki 2-stroke EFI outboards provides just the right amount of oil simply and dependably, without extra pumps and plumbing. This is a benefit you won't get with any other brand.

ENGINE MONITOR GAUGE is standard equipment with all Suzuki 2-stroke outboards from 85 horsepower on up. It keeps you informed of engine conditions including oil level and flow, engine temperature and over-rev conditions.

COMPREHENSIVE CORROSION PROTECTION is the result of a systematic approach including a multi-step surface treatment with quality with quality coatings and finish coats, key stainless steel engine and drivetrain parts, and sacrificial anodes and bonding wires.

WARRANTY Contact your local dealer for details on the best warranty in the Marine industry.

150

Features

Specifications

Feature Comparisons

Technical Comparisons

140

Features

Specifications

Feature Comparisons

Technical Comparisons

115

Features

Specifications

Feature Comparisons

Technical Comparisons

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Frequent Flyers!

best of our ability using latest available literature. This information applies to the U.S. market, and the models sold in the U.S. market, only. Please read your owner's manual carefully. Remember, boating and alcohol or other drugs don't mix. Please operate your outboard safely and with respect for the marine environment. Suzuki would like to thank all of the individuals and companies that have made us a success and have contributed to the success of this web site.

SMALL CRAFT ADVISORY: USE A SUZUKI



Suzuki's compact outboards stand out in two ways.

First, they feature much of the same technology used on larger outboards, such as gravity-fed oil injection, loop-charged induction, tuned exhaust, and dual water intakes.

Second, they offer you a wide range of choices. The 2-cylinder 40 hp is available with power tilt and trim, remote control, and electric start--or with manual tilt, tiller steering, and manual start. The 3-cylinder 30 and 25 hp outboards are also available with either remote control and electric start, or tiller handle and manual start.

Quality features found on all three models include:

- * A comprehensive corrosion-fighting system includes a multi-step surface treatment, sacrificial anodes with stainless steel bonding wires, plus a stainless steel water pump housing and many other stainless components.

- * The 6.6-gallon fuel tank features a built-in fuel gauge to help prevent untimely surprises.

- * Resistor spark plugs and caps cut interference with on-board electronic equipment.



The 40 hp with trim tilt includes a temperature-sensing system that alerts you to potential overheating and automatically reduces engine speed to protect your investment.

Best of all, every Suzuki outboard offers the best protection in the industry: a standard three-year limited warranty, plus an optional three-year extended protection plan.

Just another reason to buy the best-engineered, best-backed outboards on the water...

Specifications

40	30	25
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LITTLE MOTORS, BIG POWER



Look in the dictionary under "versatile" and you may find a picture of one of these outboards.

Aside from providing power for a 1,001 different applications, all Suzuki portable outboards give you the same high-tech loop-charged induction system used on our big outboards. Plus comprehensive corrosion-fighting features. And the four largest portables also feature Suzuki's gravity-fed oil injection system, for easy use and better running.

Other key features include:

For easy transport, all Suzuki portables--excepting the ultra-light 2.2 hp--come with a balanced carrying handle.

- * The 15 hp model comes standard with a steering tube for a remote steering cable.
- * The 15 and 9.9 models are available with electric start.
- * The 9.9 High Thrust model is ideal for sailboats or as a kicker on fishing boats. It has a special prop and gear case designed to power a relatively large boat, even in reverse.
- * The 15, 9.9, 9.9HT, 8, 6, and 4 hp models have full F-N-R shifting.
- * The 4 and 2.2 hp models have 360-degree swivel steering.



Sound pretty good? We're not finished yet.

Like every Suzuki outboard, these quality-engineered models offer the best protection in the industry: a standard three-year limited warranty, plus an optional three-year extended protection plan.

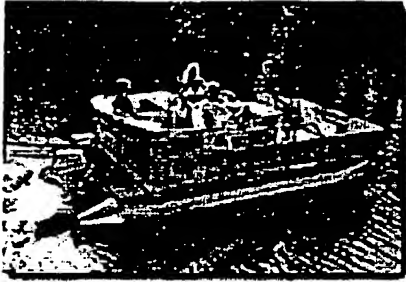
File that in your personal dictionary, next to "best value."

Specifications

15	9.9 HT	9.9	8	6	4	2.2
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DIFFERENT STROKES



What are four-strokes all about? For starters, they're about ultra-quiet, ultra-fuel efficient, ultra-clean, and ultra-reliable operation. And with these new Suzuki four-strokes, they're also about cutting-edge engineering, for an ease-of-use never before offered with any outboard.

Think a four-stroke will be gasping for power? Guess again. The state-of-the-art technology evident in the sleek overall design is also found under the cowling. These high-tech four-strokes are ultra smooth, and burn far less fuel than

conventional two-strokes.

Other key features include:

- * Controls and indicators such as the shift lever, start switch, and oil pressure light are all mounted on the tiller bracket, while the emergency stop switch is on the handle itself, all ensuring maximum convenience for you.
- * Large intake and exhaust valves are set at narrow angles for maximum performance.
- * Accelerator pump boosts performance whenever you twist the throttle.
- * CDI ignition ensures maximum combustion efficiency and worry-free operation.
- * Two convenient features: an over-rev limiter is standard, and the engine automatically reduces rpm if oil pressure is low.
- * The plastic lower cover separates for ultra-easy access.
- * An automatic decompression system makes for easy starts.

Better yet, every Suzuki outboard offers the best protection in the industry: a standard three-year limited warranty, plus an optional three-year extended protection plan.

Great style, great technology, great warranty. With Suzuki, the future for outboards looks as bright as a summer sunrise over the Keys.

Specifications

DF15

DF9.9

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